

California High-Speed Rail Authority

San Jose to Merced *Project Section*

**Draft Environmental Impact Report/
Environmental Impact Statement**

**Section 3.15
Parks, Recreation, and Open Space**

April 2020



The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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ACRONYMS AND ABBREVIATIONS

Authority	California High-Speed Rail Authority
BAAQMD	Bay Area Air Quality Management District
Bay Area	San Francisco Bay Area
CAPD	California Protected Areas Database
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CPAD	California Protected Areas Database
dB	decibel
dBA	A-weighted decibel
EINU	electrical interconnection network upgrade
EIR	environmental impact report
EIS	environmental impact statement
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	geographic information system
HSR	High-Speed Rail
IAMF	impact avoidance and minimization feature
L_{eq}	equivalent sound level
MOWF	maintenance of way facility
mph	miles per hour
NEPA	National Environmental Policy Act
NO_x	nitrogen oxides
NPS	National Park Service
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
PM_{10}	particulate matter 10 microns or less in diameter
project	San Jose to Central Valley Wye Project
RSA	resource study area
TBM	tunnel boring machine
TCE	temporary construction easement
U.S.C.	United States Code
UPRR	Union Pacific Railroad
VdB	vibration decibel

VOC	volatile organic compound
VERA	Voluntary Emission Reduction Agreement

3.15 Parks, Recreation, and Open Space

3.15.1 Introduction

This section presents the analysis of how project construction and operation of the California High-Speed Rail (HSR) System in the San Jose to Central Valley Wye Project Extent (project extent or project) would affect parks, recreation, open space resources, and school district play areas. Crucial issues, both temporary and permanent, related to parks, recreation, and open space resources include noise, vibration, and air emissions; changes to access or use; changes in visual quality; changes in access or circulation; and the possibility of acquisition.

The following appendices in Volume 2 of this Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) provide additional details on parks, recreation, and open space:

- Appendix 2-D, Applicable Design Standards, describes the relevant design standards for the project.
- Appendix 2-E, Project Impact Avoidance and Minimization Features, provides the list of all impact avoidance and minimization features (IAMF) incorporated into the project.
- Appendix 2-J, Regional and Local Plans and Policies, provides a list by resource of all applicable regional or local plans and policies.

Parks, recreation, open space, and school district play areas are important components of communities in the region because of their influence on communities' quality of life. The following resource sections and chapter provide additional information related to parks, recreation, open space, and school district play areas:

- Section 3.2, Transportation, evaluates impacts on community facilities associated with road modifications and closures.
- Section 3.3, Air Quality and Greenhouse Gases, evaluates impacts on schools and other community facilities from dust and other air emissions.
- Section 3.4, Noise and Vibration, evaluates impacts of noise and vibration on community facilities.
- Section 3.11, Safety and Security, evaluates impacts on the safety and security of schools and other community facilities.
- Section 3.12, Socioeconomics and Communities, evaluates impacts related to acquisition and displacement of community facilities.
- Section 3.16, Aesthetics and Visual Quality, evaluates visual quality impacts on parks, recreation, open space, and school district play areas.
- Chapter 4, Section 4(f)/6(f) Evaluation, evaluates impacts on parklands and recreational properties subject to 49 United States Code (U.S.C.) Section 303, commonly referred to as Section 4(f), and Section 6(f) of the Land and Water Conservation Fund Act of 1965, commonly referred to as Section 6(f).

3.15.1.1 Definition of Resources

Parks, recreation, open space, and school district play areas are defined as follows:

- **Parks**—*Parks* refers to publicly owned properties set aside for recreational use by the public and maintained in a natural or landscaped condition for recreational and ornamental purposes. A park is sometimes a large area of land with grass and trees, sports fields or courts, and play equipment, with accessory amenities such as parking, water fountains, and restrooms that are maintained for public use and enjoyment.

- **Recreation**—*Recreation* is a pastime, diversion, exercise, or other activity affording relaxation and enjoyment. Areas used for recreation generally include public parks and open spaces such as greenbelts, pedestrian and bicycle trails, and playfields.
- **Open Space**—*Open space* is any open piece of land that is undeveloped and accessible to the public. Open space is generally green space or an area that is partially covered with grass, trees, shrubs, or other vegetation, and that does not contain buildings or other built structures.
- **School District Play Areas**—*School district play areas* refers to the play areas within public schools, such as playgrounds, jungle gyms, basketball courts, baseball fields, football fields, pools, and tennis courts.

3.15.2 Laws, Regulations, and Orders

This section describes federal and state laws, regulations, and orders applicable to parks, recreation, open space, and school district play areas affected by the project. The California High-Speed Rail Authority (Authority) would implement the California HSR project, including in the San Jose to Central Valley Wye Project Extent, in compliance with all federal and state regulations. Regional and local plans and policies considered in the preparation of this analysis are provided in Volume 2, Appendix 2-J.

3.15.2.1 Federal

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

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

In addition, Title 49 of the United States Code Section 303(d) sets standards for concluding potential *de minimis* impacts for Section 4(f) resources. In general, a *de minimis* impact is a minimal impact on a Section 4(f) resource that is not considered to be adverse to the statute’s preservationist purpose. For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact determination can be made after public notice and opportunity to comment where the Authority finds an impact that 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.

Section 6(f) of the Land and Water Conservation Fund Act (16 U.S.C. § 460I-8(f) and 36 Code of Federal Regulations § 59.1)

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

National Park Service Organic Act (16 U.S.C.)

The National Park Service Organic Act created the NPS 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 established 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 NPS 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 make sure that natural ecological processes operate unimpaired unless otherwise specifically provided for in the law creating them, and the NPS is required to manage native animal life for its essential role in natural ecosystems. Historic zones must be managed to provide full protection for cultural resources.

Wilderness Act (16 U.S.C. §§ 1131–1136)

The Wilderness Act established a National Wilderness Preservation System to be composed 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 for the gathering and dissemination of information regarding their use and enjoyment as wilderness.

3.15.2.2 State

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

The California Public Park Preservation Act 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.

3.15.2.3 Regional and Local

The project alignment passes through Santa Clara, San Benito, and Merced Counties and the cities of Santa Clara, San Jose, Morgan Hill, and Gilroy. Relevant regional and local plans and policies considered in the preparation of this analysis are included in Volume 2, Appendix 2-J. The plans, goals, and policies are presented geographically following the proposed alignment from San Jose to the Central Valley Wye. General plans for the counties and cities within the resource study area (RSA) and the municipal codes for these counties and cities were consulted for applicability to the project, as well as the Santa Clara County Countywide Trails Master Plan and the Santa Clara County Valley Greenprint.

3.15.3 Consistency with Plans and Laws

As indicated in Section 3.1.5.3, Compatibility with Plans and Laws, the California Environmental Quality Act (CEQA) and Council on Environmental Quality (CEQ) NEPA regulations require a discussion of inconsistencies or conflicts between a proposed undertaking and federal, state, regional, or local plans and laws. As such, this Draft EIR/EIS describes the inconsistency of the project with federal, state, regional, and local plans and laws to provide planning context.

There are a number of federal and state laws and implementing regulations, listed in Section 3.15.2.1, Federal, and Section 3.15.2.2, State, that are relevant to parks, recreation, and open space. These federal and state requirements include:

- Federal and state laws that provide protections for public parks and open space resources to avoid loss or diminishment of these public resources
- State laws that establish areas as parks or ecological reserves and establish protections for resources in these areas

The Authority, as the lead agency proposing to construct and operate the HSR system, is required to comply with all federal and state laws and regulations and to secure all applicable federal and state permits prior to initiating construction on the selected alternative. Therefore, there would be no inconsistencies between the project and these federal and state laws and regulations.

The Authority is a state agency and therefore is not required to comply with local land use and zoning regulations; however, it has endeavored to design and construct the HSR project so that it is compatible with land use and zoning regulations. For example, the project would be designed to maintain access to existing parks, recreation, and open space facilities during and after construction (PK-IAMF#1, Parks, Recreation, and Open Space, and TR-IAMF#2, Construction Transportation Plan). The Authority reviewed a total of 15 regional and local plans and ordinances, and determined the project alternatives would be consistent with all these plans and ordinances.

3.15.4 Methods for Evaluating Impacts

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

3.15.4.1 Definition of Resource Study Area

As defined in Section 3.1, Introduction, RSAs are the geographic boundaries within which the environmental investigations specific to each resource topic were conducted. The RSA for impacts on publicly owned parks, recreation, open space, and public school district play areas encompasses the areas directly and indirectly affected by construction and operation of the project. The RSA for analyzing impacts from the track alignment on parks, recreation, open space, and school district play areas encompasses the project footprint for each of the project alternatives plus 1,000 feet, while the RSA for stations and maintenance facilities includes the project footprint for these facilities plus 0.5 mile.

Table 3.15-1 shows the RSA definitions for parks, recreation, open space, and school district play areas.

Table 3.15-1 Definition of Parks, Recreation, Open Space, and School District Play Areas Resource Study Areas

Type	Boundary Definition
Track Alignment	Areas within 1,000 feet of the project footprint ¹
Stations and Maintenance Facilities	Areas within 0.5 mile of the station and maintenance facility footprint

Source: Authority and FRA 2017

¹ The project footprint includes all areas required to construct, operate, and maintain all permanent HSR facilities, including permanent right-of-way, permanent utility and access easements, and temporary construction easements.

3.15.4.2 Impact Avoidance and Minimization

IAMFs are project features that are considered to be part of the project and are included as applicable in each of the alternatives for purposes of the environmental impact analysis. The full text of the IAMFs that are applicable to the project is provided in Appendix 2-E. The following IAMFs are applicable to the parks and recreation analysis:

- PK-IAMF#1: Parks, Recreation, and Open Space
- TR-IAMF#2: Construction Transportation Plan

- TR-IAMF#4: Maintenance of Pedestrian Access
- TR-IAMF#5: Maintenance of Bicycle Access
- TR-IAMF#7: Construction Truck Routes
- AQ-IAMF#1: Fugitive Dust Emissions
- AQ-IAMF#2: Selection of Coatings
- AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment
- AQ-IAMF#5: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment
- NV-IAMF#1: Noise and Vibration
- LU-IAMF#3: Restoration of Land Used Temporarily during Construction
- SOCIO-IAMF#1: Construction Management Plan
- AVR-IAMF#1: Aesthetic Options
- AVR-IAMF#2: Aesthetic Review Process

This environmental impact analysis considers the IAMFs as part of the project design. In Section 3.15.6, Environmental Consequences, each impact narrative describes how these project features are applicable and, where appropriate, effective at avoiding or minimizing potential impacts.

3.15.4.3 Methods for Impact Analysis

This section describes the sources and methods the Authority used to analyze potential impacts on parks, recreation, open space, and school district play areas. These methods apply to both NEPA and CEQA analyses unless otherwise indicated. Refer to Section 3.1.5.4, Methods for Evaluating Impacts, for a description of the general framework for evaluating impacts under NEPA and CEQA. Laws, regulations, and agency jurisdictional and management guidance (Section 3.15.2, Laws, Regulations, and Orders) that regulate parks, recreation, open space, and school district play areas also were considered in the analysis.

For the purposes of this analysis, information on parks, recreation, and open space resources was collected by reviewing local and regional land plans and policies identified in Volume 2, Appendix 2-J, local jurisdiction websites, and the California Protected Areas Database (CPAD), and by using geographic information system (GIS) data layers and Google Earth aerial imagery.

Only parks and recreational facilities open to the public were considered in the analysis. Schools that contain play areas and other recreational facilities, such as sports fields or running tracks, were also considered if they are available for public use outside school hours, regardless of if a joint-use agreement between a City and school exists. Even without joint-use agreements, school play areas generally represent publicly accessible open space/recreational amenities for the communities in which they are situated.

Resources not available for public use, such as privately owned churches with playfields, privately owned recreational facilities, private schools, conservation easements, or agricultural preserves, are not included in this analysis. On-street bicycle routes, unless identified as recreational facilities by the entity with jurisdiction, are not included in the analysis of parks, recreation, open space, and school district play areas because they are considered transportation facilities and are discussed in Section 3.2.

The following methods were used to evaluate potential direct and indirect impacts of construction on parks, recreation, open spaces, and school district play areas:

- Evaluate GIS spatial analysis to determine the distance of parks, recreational facilities, open space areas, and school district play areas from the project footprint; the extent of such resources that would be disturbed or converted; and facilities and functions that would be affected by project construction.
- Review and analyze proposed construction, right-of-way, and station plans to determine whether the resource property would be temporarily or permanently acquired.
- Review and analyze the proposed construction right-of-way to determine if construction activities would result in temporary changes in access to or a reduction in parking capacity for parks, recreational facilities, open space, or school district play areas.

- Examine the potential disruption of established community and visitor use of parks, recreational facilities, open space, or school district play areas because of temporary construction easements and general construction activity.
- Review the analysis in other EIR/EIS sections—specifically Sections 3.2, Transportation; 3.3, Air Quality and Greenhouse Gases; 3.4, Noise and Vibration; 3.11, Safety and Security; 3.12, Socioeconomics and Communities; and 3.16, Aesthetics and Visual Quality; and Chapter 4, Section 4(f)/6(f) Evaluation—to determine if there would be any indirect impacts on parks, recreational facilities, open space, or school district play areas as a result of project construction.
- Review and analyze the design and location of permanent project elements to determine if any barriers to park access and use would be created or if changes in access to and parking for parks, recreation, open space, or school district play areas would result from HSR operations.

Methods used to evaluate potential direct and indirect impacts on parks, recreation, open spaces, and school district play areas from project operations included the following:

- Review other relevant Draft EIR/EIS sections—specifically Sections 3.3, 3.4, and 3.16—to determine if any indirect impacts on parks, recreational facilities or activities, open space, or school district play areas would result from HSR operations.
- Review Section 3.13, Station Planning, Land Use, and Development, and Section 3.18, Regional Growth, to determine if project-related increase in the use of parks, recreational facilities, open space, and school district play areas could lead to substantial physical deterioration of the resources or the acceleration of such deterioration.

3.15.4.4 Method for Evaluating Impacts under NEPA

CEQ NEPA regulations (40 Code of Federal Regulations Parts 1500–1508) provide the basis for evaluating project effects (as described in Section 3.1.5.4, Methods for Evaluating Impacts). As described in Section 1508.27 of these regulations, the criteria of context and intensity are considered together when determining the severity of change introduced by the project.

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

3.15.4.5 Method for Determining Significance under CEQA

CEQA requires that an EIR identify the significant environmental impacts of a project (CEQA Guidelines § 15126). One of the primary differences between NEPA and CEQA is that CEQA requires a threshold-based impact analysis. Significant impacts are determined by evaluating whether project impacts would exceed the significance threshold established for the resource. By contrast, under NEPA, significance is used to determine whether an EIS will be required; NEPA requires a federal lead agency to prepare an EIS when the proposed federal action (project) as a whole has the potential to “significantly affect the quality of the human environment.” Accordingly,

Section 3.15.9, CEQA Significance Conclusions, summarizes the significance of the environmental impacts on parks, recreation, open space, and school district play areas for each project alternative.

The Authority used the following thresholds to determine if a significant impact on parks, recreation, open space, and school district play areas would occur as a result of the project alternatives. For the CEQA analysis, the project would result in a significant impact on parks, recreation, open space, and school district play areas if it would:

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

Thresholds of significance for indirect impacts on parks, recreation, open space, and school district play areas are defined in the following Draft EIR/EIS sections: 3.2, 3.3, 3.4, and 3.16.

3.15.5 Affected Environment

This section describes the parks, recreation, open space, and school district play areas in the RSA. The project traverses urban, rural, residential, and industrial settings. From north to south and west to east along its route, the RSA includes urban and suburban development in San Jose, open space and agricultural lands through Coyote Valley, and suburban development in Morgan Hill and Gilroy that is surrounded by rural residential and agricultural lands. East of Gilroy, the RSA extends through mountainous open space in the Pacheco Pass and into the agricultural lands of the San Joaquin Valley. The type and character of the parks, recreational facilities, open space, and school district play areas within the RSA vary with the landscape, resulting in a diverse range of resources and associated user experiences. The parks, recreational facilities, open space, and school district play areas in the RSA are illustrated on Figure 3.15-1 through Figure 3.15-8 and are described in Table 3.15-2 and Table 3.15-3.

This section also describes planned parks, recreational facilities, open space, and school district play areas that would be built by the time the project is under construction. Planned resources within the RSA include a planned community park in San Jose and the Fisher Creek and Three Creeks Trails, which are planned Class I bicycle trails identified by the City of San Jose as future trail alignments.¹

3.15.5.1 Parks, Recreation, and Open Space Resources

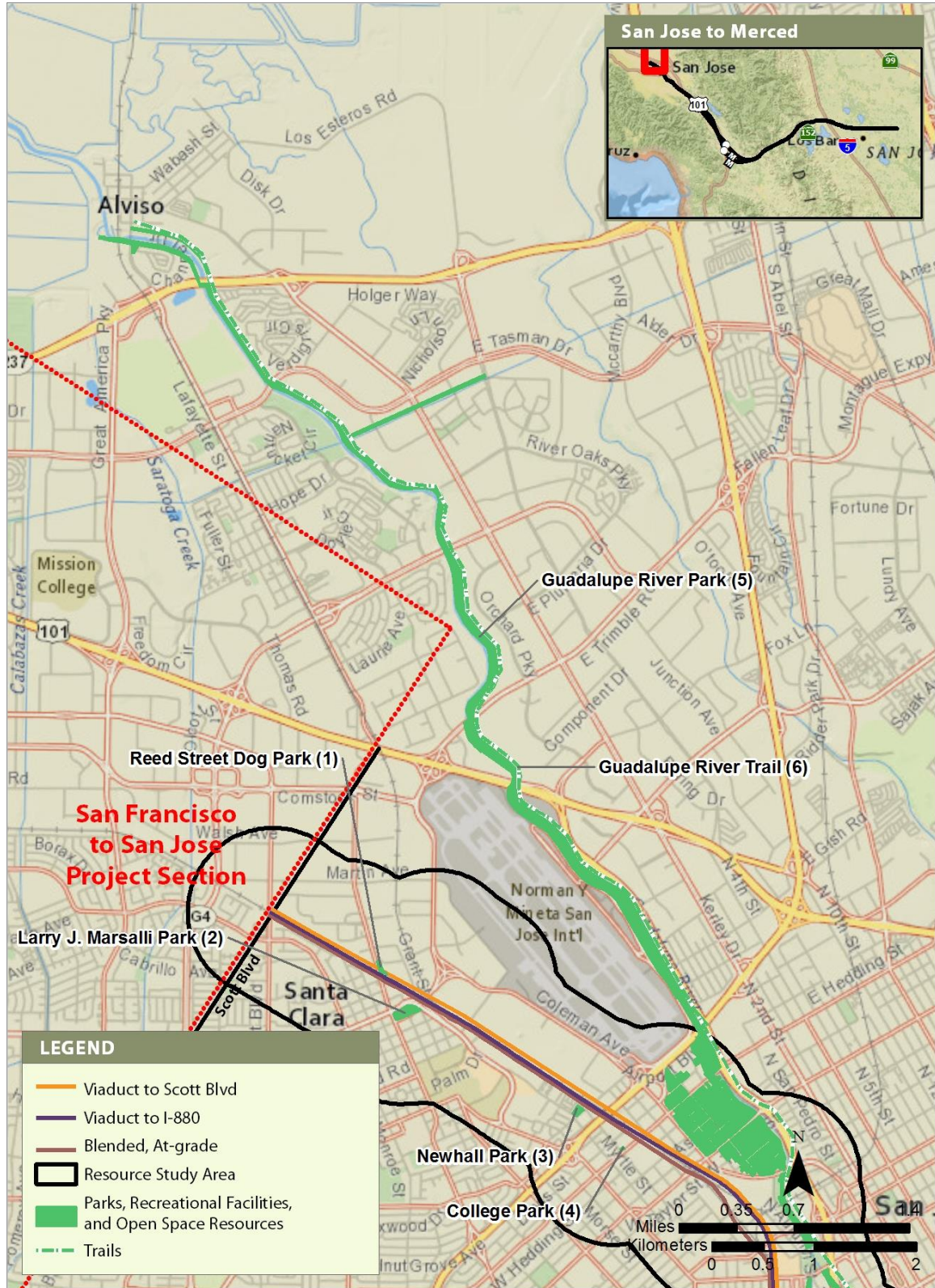
Table 3.15-2 identifies 44 parks, recreational facilities, and open space resources (including wildlife and waterfowl refuges) in the RSA by subsection. Each resource is publicly accessible and has readily available vehicular and/or pedestrian access. Most of these resources are parks—ranging from small neighborhood parks to larger community parks—with facilities such as open areas, play equipment, sports fields, picnic benches, and walking/biking trails in or near urban areas of the cities of Santa Clara, San Jose, Morgan Hill, and Gilroy. There are fewer parks, recreational facilities, and open space resources within the Alternative 3 RSA in Gilroy

¹ These “planned” trails appear on the City of San Jose website and are included herein to address all reasonably known park resources.

than Alternatives 1, 2, and 4 because Alternative 3 would avoid the city's developed areas. Table 3.15-2 includes distances from each resource to proposed temporary construction easements (TCE) and the project footprint (i.e., areas of permanent impact). Temporary and permanent impact quantities for resources located within the TCE or right-of-way are specified in the discussion of temporary (Impact PK#2) and permanent (Impact PK#6) impacts related to access to parks, recreational facilities, and open space areas.

Additionally, four larger open space areas in more rural areas of Santa Clara and Merced Counties that fall partly within the RSA are considered in this analysis: Anderson Lake County Park, San Luis Reservoir Wildlife Management Area, San Luis Reservoir State Recreation Area, and Cottonwood Creek Wildlife Area. These resources provide open space areas, trails, boating and fishing opportunities, campsites, and nature and wildlife viewing. They tend to be user destinations supporting a different suite of recreational activities than the neighborhood and community parks in urban settings. In the San Luis Reservoir Wildlife Management Area and Cottonwood Creek Wildlife Area, the primary recreation activities are hunting and associated activities, which require a natural setting. Similarly, the natural settings of Anderson Lake County Park and the San Luis Reservoir State Recreation Area are important for boating and fishing, which are the dominant activities at these facilities.

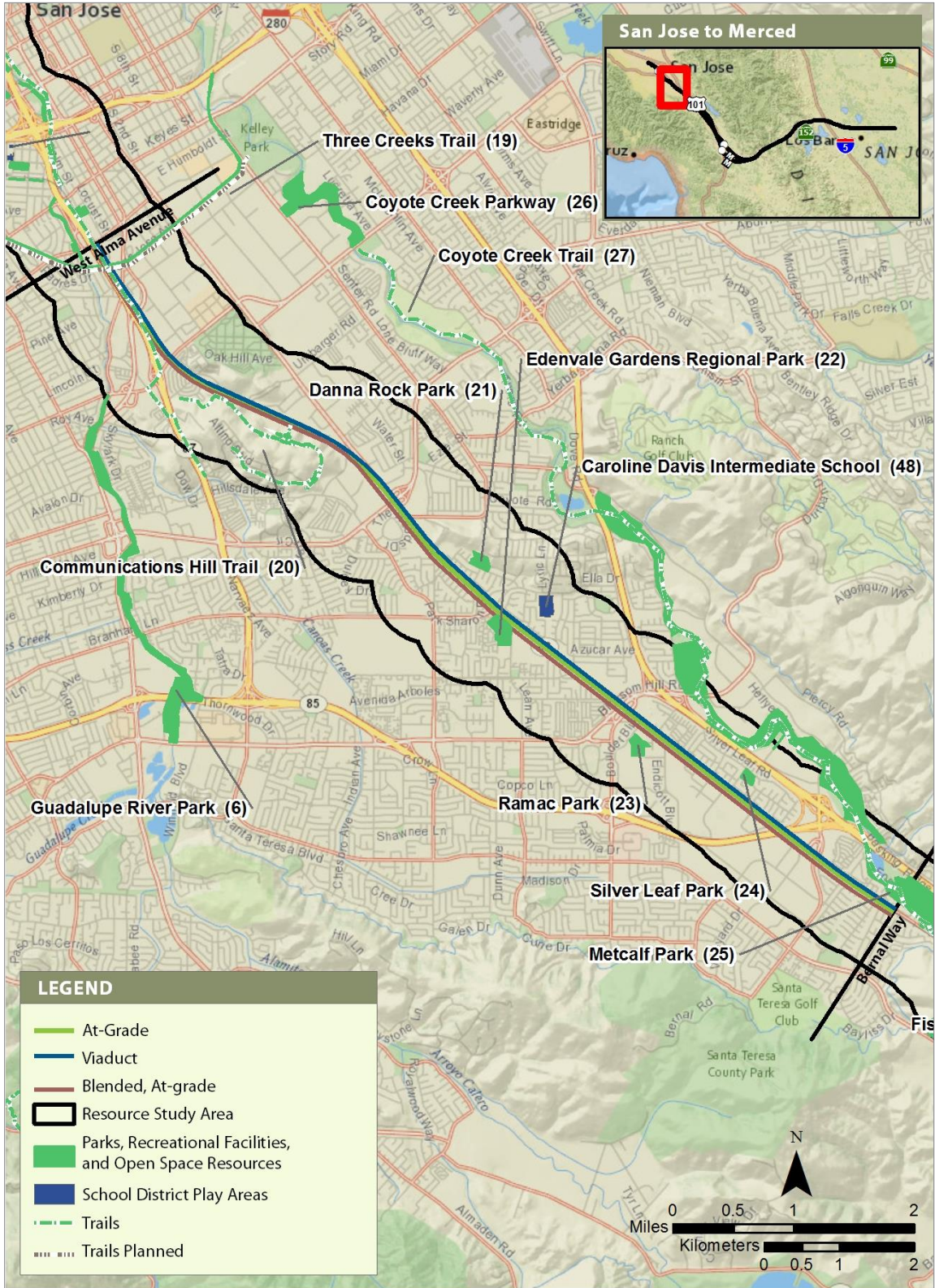
According to documentation of the results of outreach efforts undertaken by the Authority for the San Jose to Central Valley Wye Project, stakeholder issues and concerns include the potential for limited access to, permanent closure of, or relocation of parks, recreational facilities, open space, or school district play area resources. These outreach efforts are documented in detail in Chapter 9, Public and Agency Involvement, and Chapter 5, Environmental Justice, of this Draft EIR/EIS.



Source: Authority 2019a; CPAD 2016

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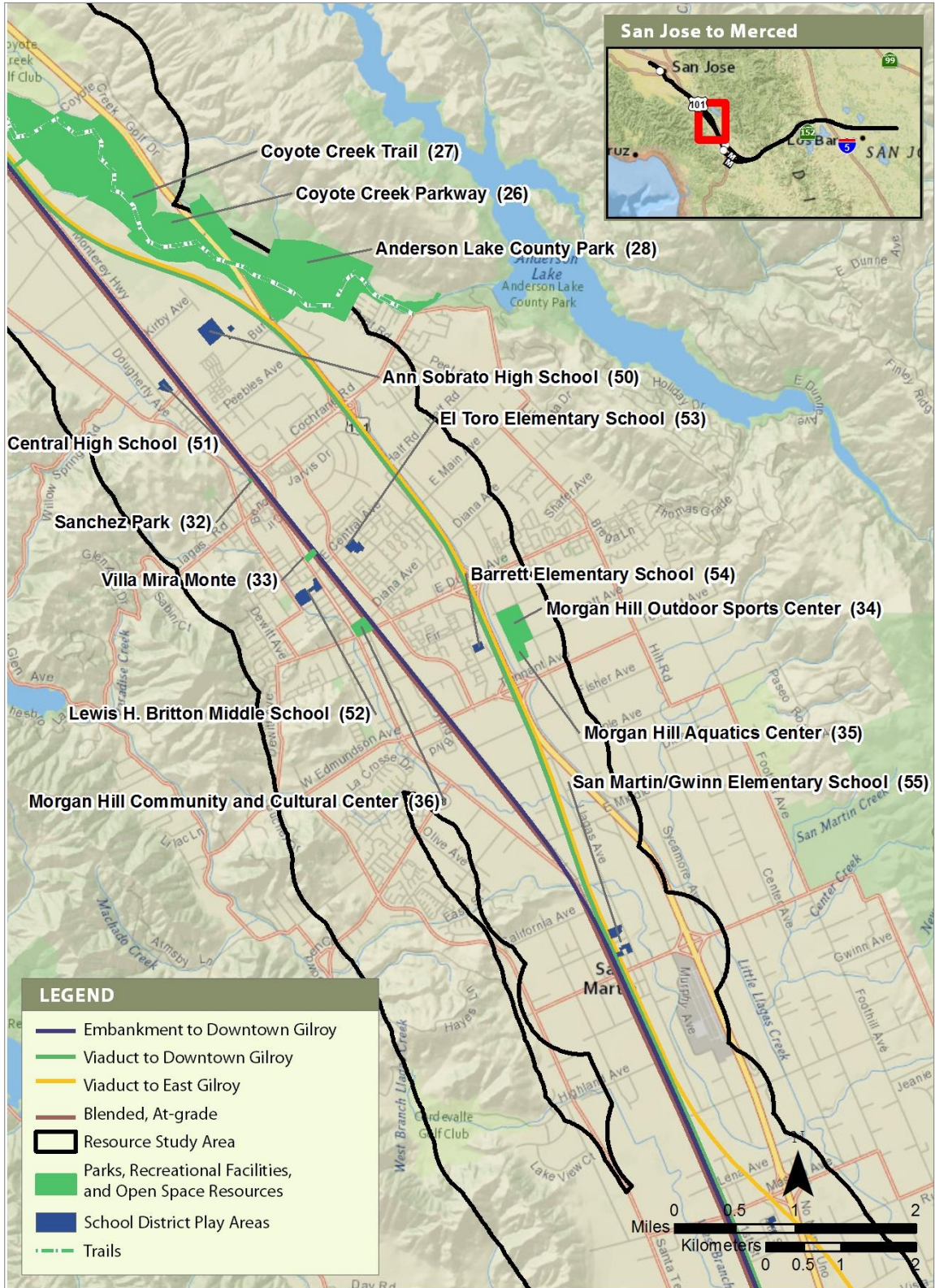
Figure 3.15-1 Parks, Recreation, Open Space Resources, and School District Play Areas—San Jose Diridon Station Approach Subsection (north)



Source: Authority 2019a; CPAD 2016

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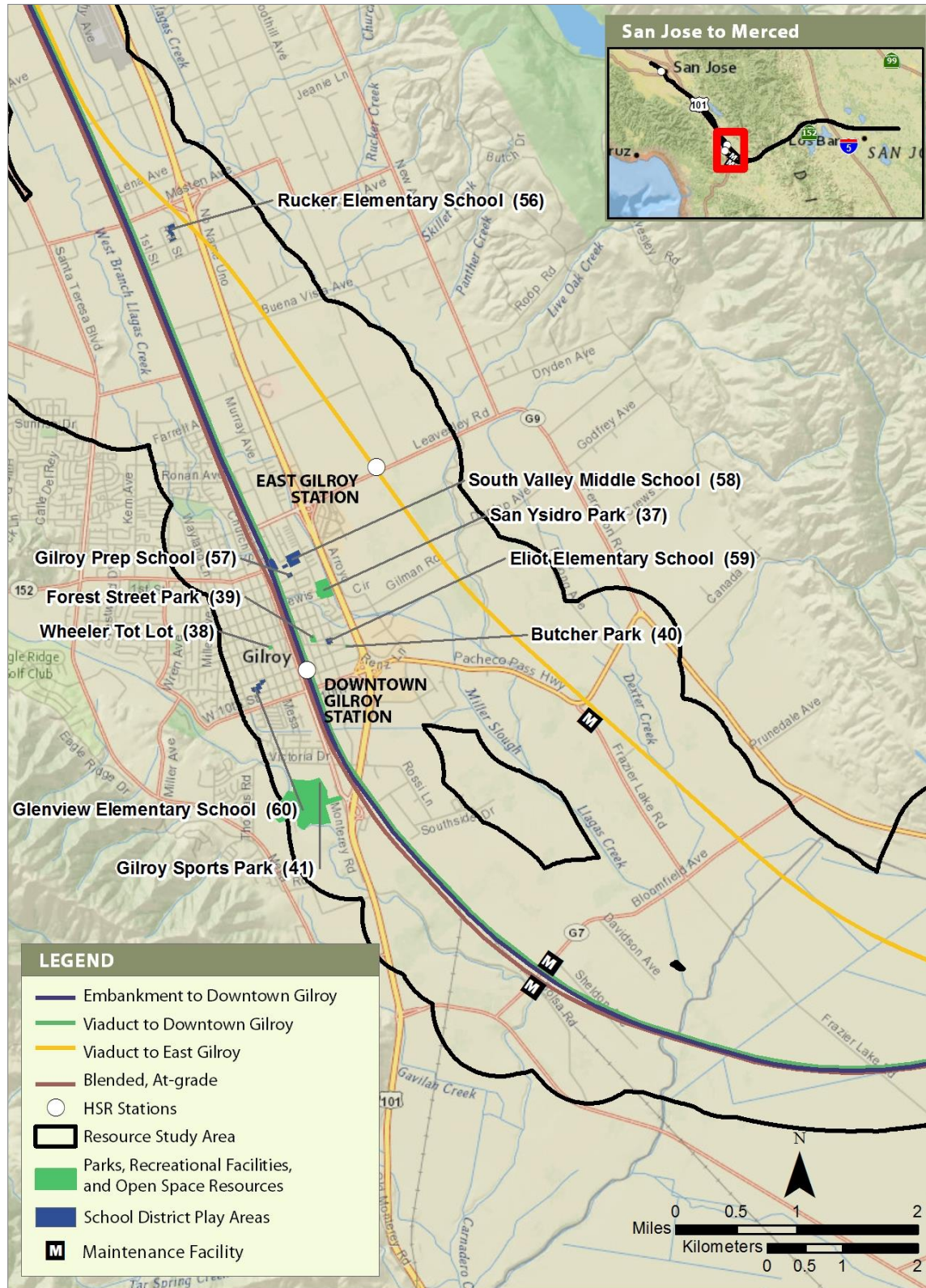
Figure 3.15-3 Parks, Recreation, Open Space Resources, and School District Play Areas—Monterey Corridor Subsection



Source: Authority 2019a; CPAD 2016

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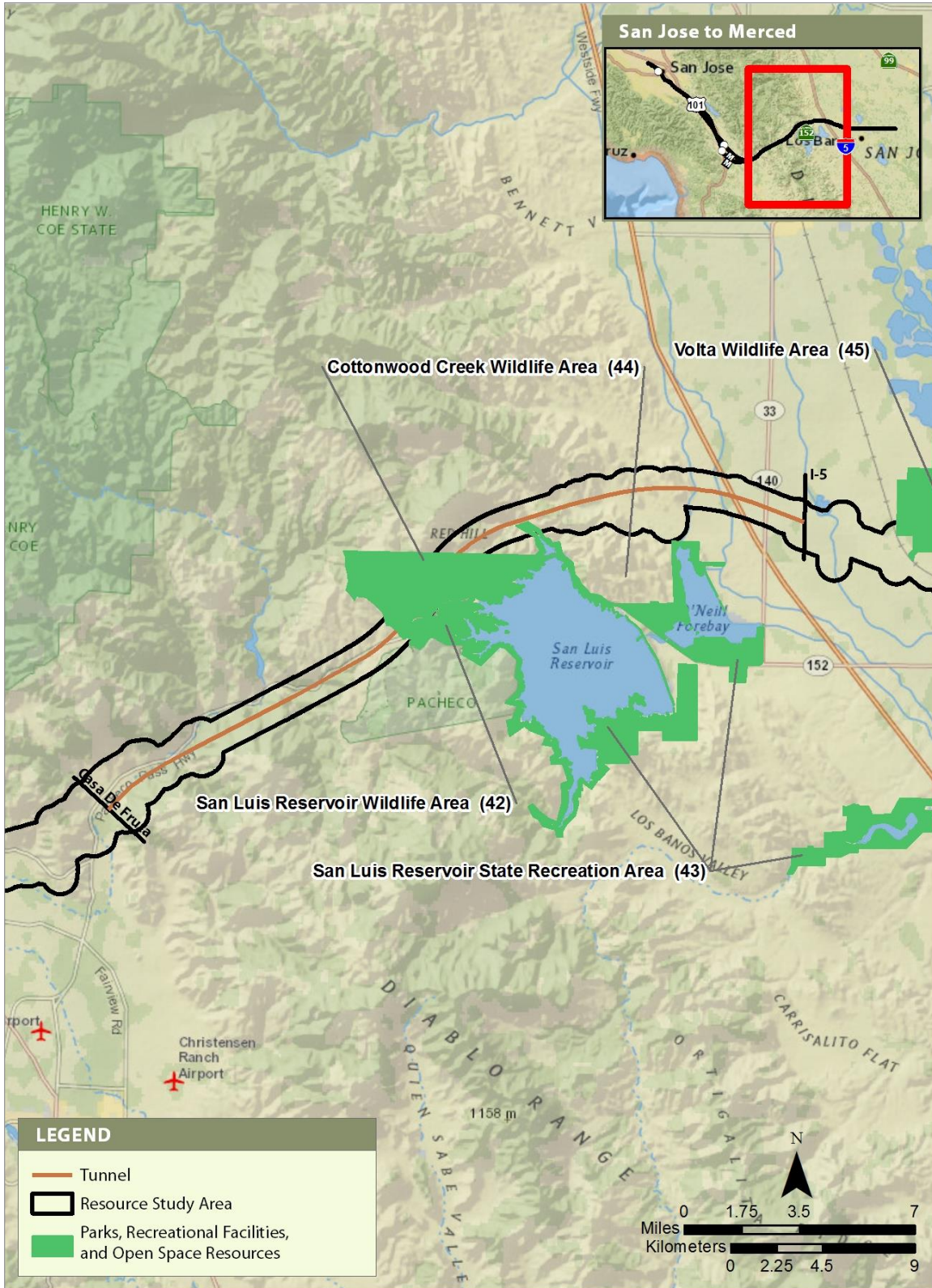
Figure 3.15-5 Parks, Recreation, Open Space Resources, and School District Play Areas—Morgan Hill and Gilroy Subsection (central)



Source: Authority 2019a; CPAD 2016

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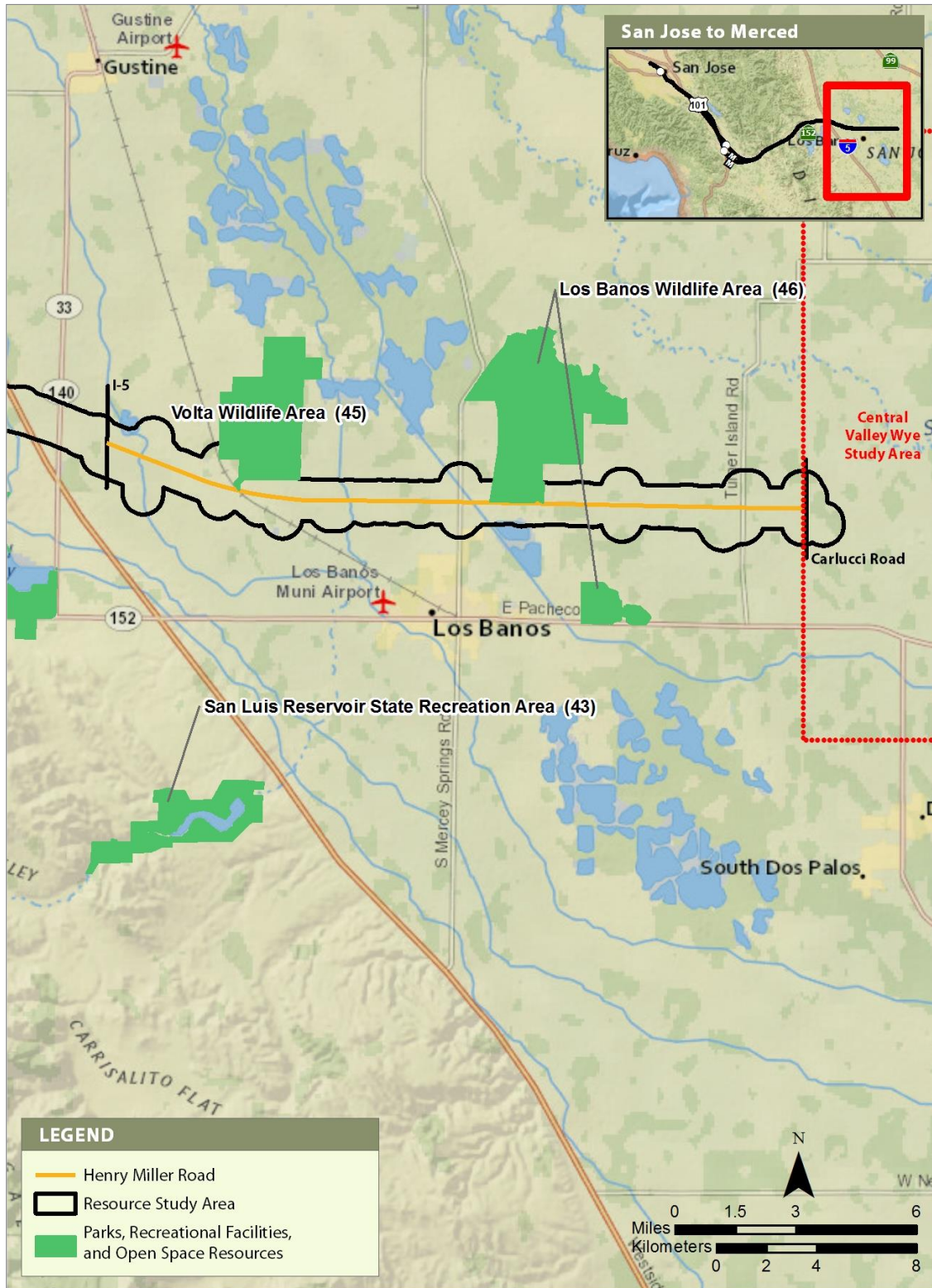
Figure 3.15-6 Parks, Recreation, Open Space Resources, and School District Play Areas—Morgan Hill and Gilroy Subsection (south)



Source: Authority 2019a; CPAD 2016

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Figure 3.15-7 Parks, Recreation, Open Space Resources, and School District Play Areas—Pacheco Pass Subsection



Source: Authority 2019a; CPAD 2016

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Figure 3.15-8 Parks, Recreation, Open Space Resources, and School District Play Areas—San Joaquin Valley Subsection

Table 3.15-2 Parks, Recreational Facilities, and Open Space Resources by Subsection

ID #	Name	Location	Type	Size	Features	Agency with Jurisdiction	Distance from TCE by Alternative (feet)				Distance from Project Footprint by Alternative (feet)			
							1	2	3	4	1	2	3	4
San Jose Diridon Station Approach Subsection														
1	Reed Street Dog Park	888 Reed Street, Santa Clara	Park	1.5 acres	Urban/industrial setting. Picnic area, BBQ facilities, and play area	City of Santa Clara Parks and Recreation	1,171.4	Within TCE	Within TCE	0 (adjacent)	13.9	Within footprint	Within footprint	13.9
2	Larry J. Marsalli Park	1425 Lafayette Street, Santa Clara	Park	4.5 acres	Urban/residential setting. Open space, restrooms, lighted softball field, children's playground	City of Santa Clara Parks and Recreation	1,499.4	Within TCE	Within TCE	719.6	292.1	1.9	1.9	292.1
3	Newhall Park	972 Newhall Street, San Jose	Park	1.4 acres	Urban/residential setting. Lawn areas, gazebo, picnic area	City of San Jose Parks, Recreation & Neighborhood Services	233.7	188.7	188.7	196.7	191.3	245.9	245.9	191.3
4	College Park	Elm Street and Hedding Street, San Jose	Park	0.1 acre	Urban/residential setting. Landscaping and bench	City of San Jose Parks, Recreation, & Neighborhood Services	Within TCE	Within TCE	Within TCE	549.7	0 (adjacent)	276.0	276.0	527.8
5	Guadalupe River Park	438 Coleman Avenue, San Jose	Park	120 acres	Urban. 3-mile ribbon of parkland that encompasses numerous park, garden, and open space areas including Guadalupe Community Garden, Visitor and Education Center, a playground, Columbus Park, Heritage Rose Garden, Taylor Street Rock Garden, Guadalupe Gardens, Arena Green East, and open space areas associated with the Discovery Museum.	City of San Jose Parks, Recreation, & Neighborhood Services	0 (adjacent)	0 (adjacent)	0 (adjacent)	298.3	0 (adjacent)	19.7	19.7	371.3
6	Guadalupe River Trail (Reach 6)	Woz Way to Virginia St, San Jose	Recreation	9 miles (full trail)	Urban. Hiking and bicycle trail	City of San Jose Parks, Recreation, & Neighborhood Services	Within TCE	Within TCE	Within TCE	170.5	Within footprint	Within footprint	Within footprint	0 (adjacent)
7	Theodore Lenzen Park	Stockton Avenue and Lenzen Street, San Jose	Park	0.5 acre	Urban/industrial setting. One playground	City of San Jose Parks, Recreation, & Neighborhood Services	550.6	345.9	345.9	577.9	36.4	36.4	36.4	292.3
8	Cahill Park	San Fernando Street, San Jose	Park	3.7 acres	Urban/residential setting. Half size basketball court and playground	City of San Jose Parks, Recreation & Neighborhood Services	114.7	114.7	114.7	116.4	119.7	119.7	119.7	162.0
9	Los Gatos Creek Trail	E Main Street at College Avenue, San Jose	Recreation	9.7 miles	Urban. Pedestrian and bicycle trail	Santa Clara County Parks and Los Gatos Parks and Public Works Department	Within TCE	Within TCE	Within TCE	26.4	Within footprint	Within footprint	Within footprint	Within footprint
10	Community Park (Planned)	255 South Montgomery Street, San Jose	Park	8 acres	Urban	City of San Jose Parks, Recreation & Neighborhood Services	4.8	4.8	4.8	13.8	114.0	114.0	114.0	255.0
11	Discovery Dog Park ¹	Park Avenue and Delmas Avenue, San Jose	Park	0.4 acre	Urban. Decomposed granite walking path, bark-mulch dog area, tables and benches	City of San Jose Parks, Recreation, & Neighborhood Services	764.5	764.5	764.5	970.0	1,242.9	1,242.9	1,242.9	1,154.4
12	Biebrach Park	Delmas Street and Virginia Street, San Jose	Park	5.0 acres	Urban/residential. Basketball courts, handball court, restrooms, swimming pool, children's play areas, BBQ facilities	City of San Jose Parks, Recreation, & Neighborhood Services	395.3	395.3	395.3	10.1	845.6	845.6	845.6	262.1

ID #	Name	Location	Type	Size	Features	Agency with Jurisdiction	Distance from TCE by Alternative (feet)				Distance from Project Footprint by Alternative (feet)			
							1	2	3	4	1	2	3	4
13	Fuller Park	Fuller Avenue and Park Avenue, San Jose	Park	1.14 acres	Urban/residential. Game tables, bocce ball court, and horseshoe pit	City of San Jose Parks, Recreation, & Neighborhood Services	443.4	443.4	443.4	Within TCE	468.3	468.3	468.3	Within footprint
14	Palm Haven Plaza	Palm Haven Ave and Clintonia Street, San Jose	Park	0.7 acre	Urban/ residential. Grassy open space, bench	City of San Jose Parks, Recreation, & Neighborhood Services	1,979.1	1,979.1	1,979.1	854.5	2,587.5	2,587.5	2,587.5	1,313.7
15	Hummingbird Park	Bird Avenue and Fisk Avenue, San Jose	Park	0.38 acre	Urban/ residential. Children's play area, picnic tables and benches.	City of San Jose Parks, Recreation, & Neighborhood Services	2,355.1	2,355.1	2,355.1	893.4	2,632.4	2,632.4	2,632.4	1,247.3
16	Highway 87 Bikeway North ²	Willow Street to Curtner Avenue, San Jose	Recreation	2.7 miles	Urban. Class I paved bikeway	City of San Jose Department of Transportation	Within TCE	Within TCE	Within TCE	Within TCE	Within footprint	Within footprint	Within footprint	Within footprint
17	Jesse Frey Community Garden	West Alma Avenue and Belmont Way, San Jose	Open Space	0.5 acre	Urban. Organic community garden	City of San Jose Parks, Recreation, & Neighborhood Services	284.0	284.0	284.0	406.3	324.6	324.6	324.6	712.1
18	Tamien Park (Phase II Planned)	1197 Lick Avenue, San Jose	Park	3.5 acres	Urban/residential. Picnic tables, shade structures, ping pong tables, restroom, children's playground with play equipment, multi-use turf area, and a lighted basketball court. Planned multi-use/soccer field, stage, and outdoor gym.	City of San Jose Parks, Recreation, & Neighborhood Services	Within TCE	Within TCE	Within TCE	Within TCE	Within footprint	Within footprint	Within footprint	0 (adjacent)
Monterey Corridor Subsection														
19	Three Creeks Trail (Planned)	SR 87 to Senter Road, San Jose	Recreation	0.9 mile	Urban. Planned landscaped and paved Class I trail system would connect to the Los Gatos Creek Trail, Guadalupe River Trail, Highway 87 Bikeway, and Coyote Creek Trail	City of San Jose Parks, Recreation, & Neighborhood Services	Within TCE	Within TCE	Within TCE	5.1	Within footprint	Within footprint	Within footprint	Within footprint
20	Communications Hill Trail	Grassina Street to Communications Hill Boulevard, San Jose	Recreation	7.4 miles (0.6 mile existing/ 6.8 miles planned)	Urban/residential. Views of valley, link neighborhood parks, connection to City's existing trail network and Highway 87 Bikeway; pedestrian bridge	City of San Jose Parks, Recreation, & Neighborhood Services	0 (adjacent)	0 (adjacent)	0 (adjacent)	229.9	22.9	22.7	22.9	0 (adjacent)
21	Danna Rock Park	Valleyhaven Way, San Jose	Park	11 acres	Urban/residential. BBQ facilities, picnic sites, small basketball court, children's play area	City of San Jose Parks, Recreation, & Neighborhood Services	581.2	379.3	581.2	712.9	650.3	379.3	650.3	760.9
22	Edenvale Gardens Regional Park	200 Edenvale Avenue, San Jose	Park	19.5 acres	Urban/residential. Three tennis courts, sand volleyball court, small basketball court, children's play areas, restroom facilities, BBQ facilities, picnic sites, walking trail	City of San Jose Parks, Recreation, & Neighborhood Services	97.1	14.3	97.1	27.1	160.0	97.1	160.0	37.1
23	Ramac Park	Charlotte Drive, Edenvale, San Jose	Park	10.64 acres	Urban/industrial. BBQ facilities, picnic sites, restroom facilities, small basketball court, unlighted tennis court, lighted softball field, soccer use allowed with permit	City of San Jose Parks, Recreation, & Neighborhood Services	548.1	445.8	548.1	395.4	606.0	459.7	606.0	403.7
24	Silver Leaf Park	Southpine Drive, San Jose	Park	5.8 acres	Urban/residential. BBQ facilities, picnic sites, children's play areas, and a small basketball court	City of San Jose Parks, Recreation, & Neighborhood Services	507.5	507.5	507.5	757.6	680.0	581.2	680.0	776.6

ID #	Name	Location	Type	Size	Features	Agency with Jurisdiction	Distance from TCE by Alternative (feet)				Distance from Project Footprint by Alternative (feet)			
							1	2	3	4	1	2	3	4
25	Metcalf Park	Forsum Road, San Jose	Park	6.2 acres	Urban/residential. BBQ facilities, picnic site, restroom facilities, children's play area, two basketball courts, sand volleyball court	City of San Jose Parks, Recreation, & Neighborhood Services	368.1	330.2	368.1	469.6	412.2	348.2	412.2	489.6
26	Coyote Creek Parkway ³	Coyote Ranch Road, San Jose	Recreation	15 miles/1,414 acres	Urban/rural. Biking, equestrian, and hiking trails, fishing, historic site, picnic areas	Santa Clara County Department of Parks and Recreation	Within TCE	Within TCE	Within TCE	Within TCE	Within footprint	Within footprint	Within footprint	Within footprint
27	Coyote Creek Trail	Hellyer Avenue to Metcalf Road, San Jose	Recreation	19.7 miles	Urban. Paved hiking and bicycle trail	Santa Clara County Department of Parks and Recreation; City of San Jose Parks, Recreation, & Neighborhood Services	Within TCE	Within TCE	Within TCE	19.4	Within footprint	Within footprint	Within footprint	75.8
Morgan Hill and Gilroy Subsection														
28	Anderson Lake County Park	19245 Malaguerra Avenue, Morgan Hill	Open Space	3,144 acres	Rural/residential. Multiple use trails from the Coyote Creek Parkway, the Jackson Ranch historic park site, the Moses L. Rosendin Park, and Burnett Park. Reservoir provides both motorized and non-motorized boating and fishing opportunities, as well as shoreline picnic and BBQ facilities at several locations surrounding the lake	Santa Clara County Department of Parks and Recreation	25.6	3,812.2	25.6	4,812.1	387.2	4,694.4	387.2	4,869.0
29	Fisher Creek Trail (Planned)	Monterey Road to Santa Teresa Boulevard, San Jose	Recreation	1.04 miles	Rural. Planned Class I bikeway	City of San Jose Parks, Recreation, & Neighborhood Services	0 (adjacent)	0 (adjacent)	0 (adjacent)	0 (adjacent)	0 (adjacent)	0 (adjacent)	0 (adjacent)	0 (adjacent)
30	Tulare Hill	Santa Clara County	Park	118 acres	Urban/rural. Future park use	Santa Clara County Department of Parks and Recreation	0 (adjacent)	0 (adjacent)	0 (adjacent)	360.5	566.3	125.8	566.3	431.0
31	Field Sports Park	9580 Malech Road, San Jose	Recreation	102 acres	Rural. Firing range, picnicking, league activities, and special events	Santa Clara County Department of Parks and Recreation	Within TCE	Within TCE	Within TCE	Within TCE	2,217.8	2,167.5	2,217.8	2,267.2
32	Sanchez Park	Sanchez Drive, Morgan Hill	Park	0.16 acre	Urban/residential. Small children's play area, picnic facilities	City of Morgan Hill Recreation and Community Services Department	1,401.3	239.5	1,401.3	199.4	4,972.6	299.5	4,972.6	239.5
33	Villa Mira Monte	17860 Monterey Road, Morgan Hill	Park	2.37 acres	Urban/residential. Public community and recreational facility, including the Morgan Hill House, museum, and gardens, which can be rented by the general public for event use	Morgan Hill Historical Society	1,607.7	0 (adjacent)	1,607.7	Within footprint	4,702.0	60.5	4,702.0	0 (adjacent)
34	Morgan Hill Outdoor Sports Center ⁴	16500 Condit Road, Morgan Hill	Recreation	35 acres	Rural. 10 natural grass sports fields, 2 fully equipped multiuse synthetic turf fields, landscaped plaza, bleachers, field and parking lighting, BBQ areas. Hosts regional soccer, football, and cheer tournaments	City of Morgan Hill Recreation & Community Services Department	378.9	2,681.2	378.9	4,015.9	754.1	3,743.7	754.1	4,228.9
35	Morgan Hill Aquatics Center	16200 Condit Road, Morgan Hill	Recreation	8 acres	Rural. Year-round fitness-related swim facility, open summer for recreational swimming; competition pool (50 meters) with lap lanes and diving boards, warm-water instructional pool, recreation pool with water playground, two water slides, recreational fountain and water play area	City of Morgan Hill Recreation & Community Services Department	383.6	2,394.2	383.6	3,945.5	754.0	2,869.6	754.0	3,974.2
36	Morgan Hill Community and Cultural Center	17000 Monterey Road, Morgan Hill	Recreation	8.67 acres	Urban/residential. Community playhouse, multiuse rooms, rose garden, outdoor amphitheater	City of Morgan Hill Recreation & Community Services Department	1,720.1	Within TCE	1,720.1	14.6	4,453.1	Within footprint	4,453.1	36.2

ID #	Name	Location	Type	Size	Features	Agency with Jurisdiction	Distance from TCE by Alternative (feet)				Distance from Project Footprint by Alternative (feet)			
							1	2	3	4	1	2	3	4
37	San Ysidro Park	7700 Murray Avenue, Gilroy	Park	9.25 acres	Urban/residential. Basketball court, handball court, hiking, jogging path, multiuse area, picnic areas, restrooms	City of Gilroy Public Works Department, Parks and Landscape Division	92.4	92.4	92.4	92.4	605.4	605.4	605.4	712.4
38	Wheeler Tot Lot	250 West 6th, Gilroy	Park	0.2 acre	Urban/residential. Small child play area	City of Gilroy Public Works Department, Parks and Landscape Division	769.1	462.0	3,901.9	766.5	919.1	827.2	1,899.5	1,017.3
39	Forest Street Park	7325 Forest Street, Gilroy	Park	0.25 acre	Urban/residential. Playground, picnic areas, two horseshoe pits	City of Gilroy Public Works Department, Parks and Landscape Division	132.7	108.1	1,943.1	276.4	166.2	194.8	279.5	241.1
40	Butcher Park	602 Old Gilroy Street, Gilroy	Park	0.20 acre	Urban. Benches, picnic tables, grassy outdoor space	City of Gilroy Public Works Department, Parks and Landscape Division	754.6	754.6	632.2	754.6	949.3	949.3	978.2	949.3
41	Gilroy Sports Park	5925 Monterey Frontage Road, Gilroy	Park	79 acres	Rural. Baseball/softball, jogging path, picnic tables, playground, restrooms, soccer field, and trails	City of Gilroy Public Works Department, Parks and Landscape Division	869.8	98.4	8,226.1	754.6	983.9	299.8	8,113.9	872.0
Pacheco Pass Subsection														
42	San Luis Reservoir Wildlife Management Area	30 miles east of Gilroy, south side of Pacheco Pass along SR 152, Merced and Santa Clara Counties	Open Space	902 acres	Rural. Wildlife viewing, hunting	California Department of Fish and Wildlife	36,934.2	36,934.2	36,934.2	36,934.2	745.3	745.3	745.3	745.3
43	San Luis Reservoir State Recreation Area	On SR 152, 7 miles west of I-5, 33 miles east of Gilroy, Merced and Santa Clara Counties	Open Space	27,000 acres	Rural. Boating, board sailing, camping, picnicking, fishing, swimming; four campgrounds; recreational bicycle, hiking, motorcycle trails	California Department of Parks and Recreation	2,777.0	2,777.0	2,777.0	2,777.0	505.8	505.8	505.8	505.8
44	Cottonwood Creek Wildlife Area	36 miles east of Gilroy, northeast of SR 152, Merced and Santa Clara Counties	Open Space	6,300 acres	Rural. Wildlife viewing, hunting	California Department of Fish and Wildlife	37,469.2	37,469.2	37,469.2	37,469.2	Within footprint ⁵	Within footprint ⁵	Within footprint ⁵	Within footprint ⁵
San Joaquin Valley Subsection														
45	Volta Wildlife Area	0.75 mile north of Volta on Ingomar Grade, Merced County	Open Space	3,800 acres	Rural. Wildlife viewing, hunting	California Department of Fish and Wildlife	0 ⁶	0 ⁶	0 ⁶	0 ⁶	17.6	17.6	17.6	17.6
46	Los Banos Wildlife Area	4 miles northwest of Los Banos, Merced County	Open Space	6,200 acres	Rural. Wildlife viewing, fishing, hunting, boating, visitor's center	California Department of Fish and Wildlife	Within TCE	Within TCE	Within TCE	Within TCE	19.6	19.6	19.6	19.6

Sources: CDFW 2016a–2016f; City of Gilroy 2016a–2016e; City of Morgan Hill 2016a–2016c; City of San Jose 2014, 2016a, 2016b, 2017a–2017c; County of Santa Clara 1995, 2016a–2016c, 2017; Google Inc. 2017a, 2017b; County of Merced 2016

¹ This is referred to as Delmas Dog Park on the City of San Jose website.

² This Class I bikeway is included in this analysis because it serves some recreational function based on ridership surveys conducted by the San Jose Department of Transportation.

³ 600 feet from precast site

⁴ Under Alternative 2, the park is 900 feet from proposed staging area.

⁵ On top of tunnel easement

⁶ Adjacent to roadway access

BBQ = barbeque

I- = Interstate

SR = State Route

TCE = temporary construction easement

3.15.5.2 School District Play Areas

Table 3.15-3 shows 14 school district play areas in four school districts: San Jose Unified, Oak Grove, Morgan Hill, and Gilroy. Each identified resource is publicly accessible and has readily available vehicular and/or pedestrian access, although not all schools have a joint-use agreement with the city or county in which they are located. The only school with a joint-use agreement is Caroline Davis Intermediate School. The play areas contain various playgrounds and sports facilities, such as basketball courts, baseball fields, football fields, tennis courts, pools, and tracks, that are open to the public after school hours. Given facilities provided at each of the play areas, these resources lend themselves primarily to active use.

The RSA for Alternatives 1, 2, and 3 contains 13 school district areas, and the RSA for Alternative 4 contains 11 school district play areas. The Morgan Hill and Gilroy Subsection contains most school district play areas. About half of the school play areas are located within urban environments, while the other half are located in more rural/residential environments. All are situated within areas that are developed.

Table 3.15-3 includes distances from each resource to proposed TCEs and the project footprint (i.e., areas of permanent impact). Temporary and permanent impact quantities for resources located within the TCE or project footprint are specified in the discussion of temporary (Impact PK#10) and permanent (Impact PK#12) impacts related to access to school play areas. School play areas that are within the TCE include San Martin/Gwinn Elementary School (Alternative 2), Gilroy Prep (Alternative 1 and 2), and South Valley Middle School (Alternatives 1 and 2). School play areas that are within the project footprint include San Martin/Gwinn Elementary School (Alternative 2), Gilroy Prep (Alternatives 1 and 2), and South Valley Middle School (Alternatives 1 and 2).

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Table 3.15-3 School District Play Areas by Subsection

ID #	Name	Location	Type	Size (acres)	Features	Agency with Jurisdiction	Distance from TCE by Alternative (feet)				Distance from Project Footprint by Alternative (feet)			
							1	2	3	4	1	2	3	4
San Jose Station Diridon Approach Subsection														
47	Gardner Elementary School	502 Illinois Avenue, San Jose	Recreation	2.02	Urban. Jungle gyms, basketball courts, blacktop play areas, soccer field	San Jose Unified School District	128.5	128.5	128.5	319.3	267.9	267.9	267.9	569.5
Monterey Corridor Subsection														
48	Caroline Davis Intermediate School	5035 Edenvue Drive, San Jose	Recreation	12.7	Urban. Baseball diamond, track and field, basketball courts, blacktop play areas	Oak Grove School District	565.7	565.7	565.7	938.1	846.9	752.3	846.9	957.1
Morgan Hill and Gilroy Subsection														
49	Charter School of Morgan Hill	9530 Monterey Road, Morgan Hill	Recreation	2.75	Rural. Blacktop play areas, basketball courts, field	Morgan Hill Unified School District	112.9	48.3	112.9	213.9	127.9	54.6	127.9	232.7
50	Ann Sobrato High School	401 Burnett Avenue, Morgan Hill	Recreation	18.2	Rural/residential. Baseball fields, basketball courts, tennis courts, track and field, and outdoor swimming pool	Morgan Hill Unified School District	850.5	864.1	850.5	1,924.4	865.5	1,710.7	865.5	1,962.8
51	Central High School	85 Tilton Avenue, Morgan Hill	Recreation	4.84	Rural/residential. Two large fields: baseball diamonds, basketball courts	Morgan Hill Unified School District	742.3	308.0	742.3	342.3	4,375.2	338.3	4,375.2	402.7
52	Lewis H. Britton Middle School	80 West Central Avenue, Morgan Hill	Recreation	12.2	Urban. Basketball courts, baseball field, blacktop play areas	Morgan Hill Unified School District	170.9 from EINU	2.3 from EINU	170.9 from EINU	157.3 from EINU	5,410.2	126.1	5,410.2	678.8
53	El Toro Elementary School	455 E Main Avenue, Morgan Hill	Recreation	6.90	Residential. Blacktop play areas, basketball courts, baseball fields	Morgan Hill Unified School District	292.9 from EINU	201.7	292.9 from EINU	273.8	2,864.4	912.1	2,864.4	1,077.6
54	Barrett Elementary School	895 Barrett Avenue, Morgan Hill	Recreation	3.60	Mixed. Basketball courts, blacktop play areas, grass field	Morgan Hill Unified School District	263.6	1,147.4	263.6	2,549.7	273.6	2,170.3	273.6	2,674.6
55	San Martin/Gwinn Elementary School	100 North Street, San Martin	Recreation	9.50	Rural/residential. Blacktop play areas, basketball courts, kickball fields, jungle gym	Morgan Hill Unified School District	66.3	Within TCE	66.3	255.9	99.5	Within footprint	99.5	62.5
56	Rucker Elementary School	325 Santa Clara Avenue, Gilroy	Recreation	3.40	Rural/residential. Blacktop play areas, basketball courts, grass fields, jungle gyms	Gilroy Unified School District	1,257.4	545.1	28.1	1,397.8	1,339.7	645.3	35.4	1,381.0
57	Gilroy Prep	277 IOOF Avenue, Gilroy	Recreation	0.76	Urban. Soccer field, track, tennis courts	Gilroy Unified School District	Within TCE	Within TCE	1,267.6	417.0	Within footprint	Within footprint	7.9	7.9
58	South Valley Middle School	385 IOOF Avenue, Gilroy	Recreation	10.7	Urban. Basketball courts, baseball fields	Gilroy Unified School District	Within TCE	Within TCE	547.7 from EINU	154.5	Within footprint	Within footprint	51.1	51.1
59	Eliot Elementary School	475 Old Gilroy Street, Gilroy	Recreation	1.3	Urban. Jungle gym, basketball courts, blacktop play areas, grass field	Gilroy Unified School District	706.7	455.6	1,238.1 from EINU	759.9	619.5	759.8	619.5	619.5
60	Glenview Elementary	600 W 8th Street, Gilroy	Recreation	3.3	Urban. Jungle gym, basketball courts, blacktop play areas, grass fields	Gilroy Unified School District	1,438.5	1,201.1	4,667.4 from EINU	1,523.4	1,584.1	1,584.1	3,013.5	1,594.2

Sources: City of Gilroy 2016a-e; City of Morgan Hill 2016a-c; City of San Jose 2016a, 2016b; Google Inc. 2017a, 2017b

Note: Valley Christian High School and Anchorpoint Christian High School are both located within the RSA, but both are private academic institutions and do not offer public play areas or recreational facilities. Therefore, these two resource are not included in this analysis.

EINU = electrical interconnection network upgrade

TCE = temporary construction easement

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3.15.6 Environmental Consequences

3.15.6.1 Overview

This section discusses the potential impacts on parks, recreation, open space, and school district play areas from construction and operation of the project alternatives. Each resource category addresses potential impacts of the No Project Alternative and the project alternatives. Direct impacts on parks, recreation, open space, and school district play areas would include temporary or permanent disruption to access or use including the permanent acquisition and conversion of parks, recreation, open space, and school district play area uses. Indirect impacts would include changes in visual quality, noise and vibration, and air quality that could affect the user experience at the resources. Indirect impacts on parks could also include changes in the use of a resource resulting from access improvements and increased development density at HSR stations associated with project operations.

The project design includes several features (IAMFs) to allow continued use of the facilities with minimal disruption from HSR construction and operation (see Volume 2, Appendix 2-E). For instance, the project would locate and design system components, guideways, and station features to maintain safe and convenient access to and use of parks, recreational facilities, open space, and school district play areas (PK-IAMF#1), and would require measures such as detours and signage so that motorists and pedestrians would have continued access to local parks and recreation areas during construction (TR-IAMF#2). Project features also would reduce fugitive dust (AQ-IAMF#1) by creating and implementing a fugitive dust control plan and would reduce noise and vibration (NV-IAMF#1) during construction by complying with the Federal Transit Administration (FTA) and FRA guidelines for minimizing construction noise and vibration impacts when work is conducted within 1,000 feet of sensitive receptors. Land temporarily used during construction would be restored to a condition equal to the pre-construction staging condition (LU-IAMF#3).

The IAMFs differ from mitigation measures in that they are part of the project and would be included by the Authority as binding commitments in the project approval. In contrast, mitigation measures may be available to further reduce, compensate for, or offset project impacts that the analysis identifies under NEPA or concludes are significant under CEQA.

3.15.6.2 Parks, Recreation, and Open Space Resources

Construction of the project alternatives would introduce temporary changes related to noise, vibration, fugitive dust emissions, and access to parks, recreation, and open space resources associated with clearing, grading, and infrastructure installation. Additionally, the project would permanently change access to or circulation in and around some parks, recreation, and open space resources, and permanently acquire small amounts of parkland. Operations would permanently change the visual and noise environment along the project alignment and at the HSR station sites, which could affect the user experience at adjacent parks and recreational resources.

No Project Impacts

The population of the San Francisco Bay Area (Bay Area) and San Joaquin Valley is expected to grow through 2040 (see Section 2.5.1.1, Projections Used in Planning). The San Joaquin Valley will grow at a higher rate than any other region in California. Development in the Bay Area and San Joaquin Valley to accommodate the population and employment increase would continue under the No Project Alternative, resulting in associated direct and indirect impacts on parks, recreation, and open space resources. Planned and other reasonably foreseeable projects anticipated to be constructed by 2040 include residential, commercial, office, industrial, recreational, and transportation projects. A full list of anticipated future development projects is provided in Volume 2, Appendix 3.19-A, Nontransportation Plans and Projects, and Appendix 3.19-B, Transportation Plans and Projects. Regional and local land use plans contain provisions for funding, acquiring, and maintaining public parks and open space resources to adequately meet the needs of future planned population growth and maintain established service ratios (see Appendix 2-J). As described in Section 3.15.5, Affected Environment, there are 46 parks, recreational facilities, and open space resources available for public use in the RSA, including

three that are planned but not yet built and one that is partially built. Use of these resources would be expected to increase under the No Project Alternative as a result of population growth, but not to the extent that the resources would be substantially affected. Increased use of existing neighborhood and regional parks or other recreation facilities from population growth would be accommodated through implementing planned acquisitions and maintaining existing resources, as provided in the local and regional land use plans.

Under the No Project Alternative, recent development trends are anticipated to continue, leading to impacts on parks, recreation, and open space resources. Volume 2, Appendix 3.19-A provides a list of current and foreseeable development projects in San Jose, Morgan Hill, and Gilroy, as well as in Santa Clara, San Benito, and Merced Counties. As shown in Appendix 3.19-A, numerous residential and mixed-use projects are planned throughout the region, particularly within San Jose. The demand for parks, recreation, and open space resources would increase as a result of increasing population associated with planned development projects such as those identified in Appendix 3.19-A. Future park and recreational improvements and expansion would help to relieve the strain on existing facilities and minimize impacts on parks, recreational facilities, and open space resources. For instance, known and planned parks and trail facilities within the project footprint include Community Park, the Three Creeks Trail, the Fisher Creek Trail, and Tamien Park (Phase II Planned), all in San Jose. Additional parks and recreation facilities could be included as part of larger development projects, which would reduce demand on the existing resources.

Project Impacts

Construction Impacts

Construction of the project would include demolition of existing structures; clearing and grubbing of vegetation; tunnel boring; handling, storing, hauling, excavating, and placing fill, spoils, and potentially hazardous materials; possible pile driving; and construction of aerial structures, bridges, road modifications, utility upgrades and relocations, HSR electrical systems, and railbeds. Chapter 2, Alternatives, further describes construction activities.

Impact PK#1: Temporary Changes from Noise, Vibration, and Construction Emissions on Use and User Experience of Parks, Recreational Facilities, and Open Space Resources

Project construction activities would generate temporary and localized noise, vibration, and construction emissions affecting the 46 parks, recreational facilities, and open space resources within 1,000 feet of the project footprint or TCE, as shown in Table 3.15-2. Construction activity could expose the resource users to noise levels considered harmful by the FRA or to air contaminants, such as fugitive dust, that could be harmful to users. Such construction-related impacts could also affect the user experience insofar as construction activities could create nuisance impacts at these nearby parks, recreational facilities, or open space areas. Although these indirect impacts would take place for short durations over a limited time period, users of these resources could be affected by temporary changes in noise, vibration, or air emissions under one or more of the four project alternatives.

Construction Noise and Vibration

The HSR system would use noise impact criteria and vibration criteria adopted by the FRA to assess the contribution of noise from HSR to the existing environment and by the FTA to assess the contribution of the noise and vibration from conventional rail operations, construction, and stationary facilities.

Construction noise levels at 50 feet from the source are approximately 80–85 A-weighted decibels (dBA) for most construction equipment; outliers are pile drivers, which operate at about 100 dBA and pickup trucks, which operate at approximately 55 dBA at 50 feet from the source. The FRA noise impact criteria are based on maintaining an acceptable noise environment for land uses where noise may have an effect. FRA noise impact criteria for human annoyance are based on comparison of the existing outdoor noise levels and the future outdoor noise levels from proposed HSR project construction. The FRA Land Use Categories for Noise Exposure (as shown in Section 3.4, Noise and Vibration, Table 3.4-6) consider parks, recreational facilities, and

open space resources under Land Use Category 3, which includes institutional land uses with primarily daytime use, including parks, campgrounds, and other recreational facilities. The FRA's criteria assigns outdoor amphitheatres to Category 1, which includes land uses where quiet is an essential element of their intended purpose. According to the FRA, parks are only considered to be noise sensitive if the park is used in a manner for passive purposes such as reading, meditation, and conversation; active outdoor land uses, for example, such as pedestrian and bike paths, are not considered noise sensitive.

For the purposes of this analysis, noise-sensitive uses are considered to be outdoor amphitheatres, wildlife viewing areas, and other areas where ambient noise is minimal and where passive recreational activities would be pursued. Noise-sensitive resources such as parks, recreational facilities, or open space areas in the RSA include the Los Banos, Volta, Cottonwood Creek, and San Luis Reservoir Wildlife Areas that are focused on passive recreational activities, as well as Villa Mira Monte, which includes publicly accessible gardens and recreational space used for events such as weddings, and the Morgan Hill Community and Cultural Center, which includes an outdoor amphitheater.

Additionally, several parks and recreation areas include potentially noise-sensitive uses, such as picnic and camping areas. These park and recreation areas are Reed Street Dog Park, Newhall Park, Palm Haven Plaza, Hummingbird Park, Danna Rock Park, Edenvale Gardens Regional Park, Ramac Park, Silver Leaf Park, Metcalf Park, Coyote Creek Parkway, Anderson Lake County Park, San Ysidro Park, Forest Street Park, Butcher Park, and San Luis Reservoir State Recreation Area. Noise thresholds for sensitive receptors 1,000 feet or less from sources of construction noise are identified by the FRA as follows: 80 dBA equivalent sound level (L_{eq})² during daytime hours and 70 dBA L_{eq} during nighttime hours in residential areas; 85 dBA L_{eq} during daytime hours and 85 dBA L_{eq} during nighttime hours in commercial areas; and 90 dBA L_{eq} during both daytime and nighttime hours in industrial areas.

Construction noise varies with the process used, layout of the sites, and the type and condition of the equipment used. The noisiest pieces of equipment determine the maximum sound levels from construction activities. As noted in Section 3.4, Noise and Vibration, the potential for noise impacts would be greatest near pavement breaking and close to any nighttime construction work. The most extensive pavement breaking would be necessary in developed areas, and those portions of alignment using an at-grade or embankment profile would likely require more pavement breaking than portions on viaduct because of the more contiguous surface coverage. Accordingly, Alternative 2 would entail the greatest amount of pavement breaking because of its at-grade and embankment profile through the Monterey Corridor and Morgan Hill and Gilroy Subsections, Alternative 1 would entail less because of its aerial profile through those subsections, Alternative 4 would entail even less pavement breaking because it is a mostly at-grade, blended alignment within existing rail right-of-way through those subsections, and Alternative 3 would entail the least because of its alignment through largely undeveloped portions of East Gilroy.

Construction of proposed new tracks, stations, and a maintenance of way facility (MOWF) also could result in vibration from blasting, pile driving, vibratory compaction, demolition, or excavation near vibration-sensitive structures that could affect users of parks, recreational facilities, and open space resources. While construction-related vibration could be perceptible to and result in a nuisance for users, the FRA vibration impact criteria are based on the impacts of vibration on nearby structures. Two of the parks, recreational facilities, and open space areas contained within the HRA include structures other than restrooms or other ancillary buildings: Villa Mira Monte and Morgan Hill Community and Cultural Center. Villa Mira Monte includes the historic Morgan Hill House and gardens, which are publicly accessible and available for use for events such as weddings, receptions, and other gatherings. The Morgan Hill Community and Cultural Center includes a playhouse and multi-use rooms, as well as an outdoor amphitheater. Of the proposed construction activities, only pile driving typically generates sufficiently high vibrations levels for

² Per FRA guidance, this threshold assumes an 8-hour L_{eq} .

damage to buildings or human annoyance to occur. As noted in Section 3.4, building damage from construction vibration would be anticipated from pile driving only within 25 to 50 feet from a building.

The FRA-recommended screening distance for vibration impacts extends 275 feet from the project alternatives' centerlines. The two noise-sensitive uses that would also be vibration sensitive, per FRA criteria, would be Villa Mira Monte, which is located adjacent to the TCE under Alternative 2, and Morgan Hill Community and Cultural Center, which is located within the TCE under Alternative 2. Construction vibration has the potential to harm buildings if the peak particle and velocity levels exceed a certain threshold. There are four building categories based on building materials and engineering design; vibration damage criteria for these categories range from 0.12 to 0.5 inch/second peak particle velocity and 90 to 102 velocity level. It is very rare that ground vibration from construction approaches building damage levels. The threshold of human perception of vibration is about 65 vibration decibels (VdB) while the threshold for cosmetic damage is about 100 VdB.

The project would comply with the FTA and FRA guidelines for minimizing construction noise and vibration impacts when work is conducted within 1,000 feet of sensitive receptors, which includes the parks, recreation facilities, and open space resources (FRA 2012) where uses are noise and vibration sensitive. Construction practices stipulated by NV-IAMF#1 would include constructing noise barriers (e.g., temporary walls, piles on excavated materials) between noisy activities and noise-sensitive resources; routing traffic away from residential streets where possible; constructing walled enclosures around especially noisy activities or around clusters of noisy equipment; combining noisy operations so that they occur in the same period; phasing demolition, earthmoving, and ground-impacting operations such that they do not take place concurrently; and avoiding impact pile driving where possible in vibration-sensitive areas. Application of the FTA and FRA guidelines would minimize temporary construction impacts on noise and vibration sensitive resources; however, there is still the potential for construction noise to affect the users of noise sensitive outdoor facilities receptors located near HSR construction activity and for construction related vibration to impact structures within the TCE.

Construction Emissions

Construction activities would generate fugitive dust (particulate matter 10 and 2.5 microns or less in diameter [PM₁₀ and PM_{2.5}]) from earthmoving and disturbed earth surfaces and combustion pollutants (nitrogen oxides [NO_x] and volatile organic compounds [VOC]) from heavy equipment and trucks operating along the project alignment under all project alternatives. Sensitive receptors, including park and recreational resource users, within 1,000 feet of each of the four project alternatives could be affected by construction emissions. Impacts on resource users could include health risks associated with construction-related emissions (analyzed in greater detail in Section 3.3, Air Quality and Greenhouse Gases) as well as nuisance impacts. Increased health risks associated with construction emissions could be greater under Alternatives 2 and 4 than under Alternatives 1 and 3 because more earthwork would be associated with embankment and trench construction in the Monterey Corridor and Morgan Hill and Gilroy Subsections. However, the project would reduce localized construction-related air quality impacts under all project alternatives by minimizing construction-related air emissions.

The project would create and implement a fugitive dust control plan to control dust emissions from equipment, materials, and construction activities (AQ-IAMF#1). Dust control measures would be required and implemented during construction, including covering all haul vehicles traveling on public roads to limit visible dust emissions, cleaning all trucks and equipment before exiting the construction site, and suspending any dust-generating activities when average wind speed exceeds 25 miles per hour (mph). The project would also minimize off-gassing emissions of VOCs that would occur from paints and other coatings by requiring the use of low-VOC paint and super-compliant or Clean Air paint that has a lower VOC content than that required by Bay Area Air Quality Management District (BAAQMD) rules (AQ-IAMF#2). These measures would not eliminate the generation of fugitive dust, which could still present a nuisance to some users, representing a minor disruption to the normal use of parks and other recreational and open space

resources. The use and functions of these resources would, however, not be prevented or diminished by fugitive dust emissions.

Table 3.15-4 describes the potential construction-related noise, vibration, and air quality impacts on the use and user experience for each resource. An asterisk (*) indicates a resource containing a noise-sensitive use and two asterisks (**) indicates a noise-sensitive resource.

Table 3.15-4 Noise, Vibration, and Construction Emissions Impacts on Use and User Experience of Parks, Recreational Facilities, and Open Space Resources

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Reed Street Dog Park (Santa Clara)*	Urban/industrial setting. Picnic area, BBQ facilities, and play area	Alt 1: minor at-grade track modifications Alts 2 and 3: aerial viaduct construction Alt 4: staging area and minor at-grade track modifications	Alt 1: 1,171.4 feet from TCE Alts 2 and 3: within TCE Alt 4: 0 feet (adjacent) to TCE	Noise, vibration, and construction emissions under Alternatives 2, 3, and 4 would make all existing uses less desirable during construction, and picnic and BBQ areas could be considered noise sensitive. However, this resource is located within an urban/industrial setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions. The park will remain usable during construction.
Larry J Marsalli Park (Santa Clara)	Urban/residential setting. Open space, restrooms, lighted softball field, children's playground	Alts 1 and 4: minor at-grade track modifications Alts 2 and 3: aerial viaduct construction to replace De La Cruz overpass with underpass	Alt 1: 1,499.4 feet and across SR 82 from TCE Alts 2 and 3: within TCE Alt 4: 719.6 feet and across SR 82 from TCE	While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, would make use of the park less desirable during construction under Alternatives 2 and 3. However, this resource is located within an urban/industrial setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the softball field and children's playground would remain usable during construction.
Newhall Park (San Jose)*	Urban/residential setting. Lawn areas, gazebo, picnic area	Alts 1 and 4: minor at-grade track modifications Alts 2 and 3: aerial viaduct construction	Alt 1: 233.7 feet from TCE Alts 2 and 3: 188.7 feet from TCE Alt 4: 196.7 feet from TCE	Noise and construction emissions under all project alternatives would make use of lawn and picnic areas less desirable during construction, and the gazebo and picnic areas could be considered noise sensitive. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the park would remain usable during construction.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
College Park (San Jose)	Urban/residential setting. Landscaping and bench	<p>Alt 1: minor track modifications would be made to the existing Caltrain at-grade track and the Hedding Street overcrossing would be removed and replaced with an underpass</p> <p>Alts 2 and 3: new aerial viaduct and removal of the Hedding Street overcrossing and replacement with an underpass</p> <p>Alt 4: minor at-grade track modifications</p>	<p>Alts 1, 2, and 3: within TCE</p> <p>Alt 4: 549.7 feet from TCE</p>	<p>While this resource is not considered noise sensitive, noise and construction emissions under Alternatives 1, 2, and 3 would make use of the bench less desirable during construction. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the park would remain usable during construction.</p>
Guadalupe River Park (San Jose)	Urban. 3-mile ribbon of parkland that encompasses numerous park, garden, and open space areas including (but not limited to) Columbus Park, Heritage Rose Garden, Taylor Street Rock Garden, Guadalupe Gardens, Arena Green, and open space areas associated with the Discovery Museum	<p>Alts 1, 2, and 3: new aerial viaduct</p> <p>Alt 4: minor at-grade track modifications</p>	<p>Alts 1, 2, and 3: 0 (adjacent)</p> <p>Alt 4: 298.3 feet from TCE</p>	<p>While this resource is not considered noise sensitive, noise and vibration, as well as air emissions under all project alternatives, would make use of park and open space areas less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the park would remain usable during construction.</p>
Guadalupe River Trail (San Jose)	Urban. Hiking and bicycle trail	<p>Alts 1, 2, and 3: new aerial viaduct</p> <p>Alt 4: minor at-grade track modifications</p>	<p>Alts 1, 2, and 3: within TCE.</p> <p>Alt 4: 170.5 feet</p>	<p>While this active use is not considered noise sensitive, construction noise and vibration, as well as air emissions, under all project alternatives, could be perceptible to trail users, making use of some portions of the trail less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the trail would remain usable during construction.</p>

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Theodore Lenzen Park (San Jose)	Urban/industrial setting. Two playgrounds	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor at-grade track modifications	Alt 1: 550.6 feet from TCE Alts 2 and 3: 345.9 feet from TCE Alt 4: 577.9 feet from TCE	While this active use is not considered noise sensitive, noise, vibration, and air emissions under Alternatives 2 and 3 would make use of the playgrounds less desirable during construction. However, this resource is located within an urban/industrial setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the park would remain usable during construction.
Cahill Park (San Jose)	Urban/residential setting. Half size basketball court and playground	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor at-grade track modifications	Alts 1, 2, and 3: 114.7 feet from TCE. Alt 4: 116.4 feet from TCE	While this active use is not considered noise sensitive, noise, vibration, and air emissions under all project alternatives would make use of the playground less desirable during construction. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the park would remain usable during construction. Further, impacts on park users associated with temporary construction noise and emissions would be minimized by the two rows of multifamily housing between project construction and the park.
Los Gatos Creek Trail (Los Gatos, San Jose, Campbell)	Urban. Pedestrian and bicycle trail	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor at-grade track modifications	Alts 1, 2, and 3: within TCE Alt 4: 26.4 feet from TCE	While this active use is not considered noise sensitive, exposure to noise and vibration, as well as construction emissions, under all project alternatives, could affect trail users, potentially making use of the trail for walking and cycling less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. Further, the project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the park would remain usable during construction.
Community Park (Planned) (San Jose)	N/A	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor at-grade track modifications	Alts 1, 2, and 3: 4.8 feet from TCE Alt 4: 13.8 feet from TCE	If completed prior to project construction, noise, vibration, and air emissions under all project alternatives would make use of playgrounds less desirable during construction; the project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Discovery Dog Park (San Jose)	Urban. Decomposed granite walking path, bark-mulch dog area, tables and benches	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor at-grade track modifications	Alts 1, 2, and 3: 764.5 feet from TCE. Alt 4: 970.0 feet from TCE	Construction noise, vibration, and air emissions under all project alternatives would not make use of the park less desirable during construction. This resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the park would remain usable during construction.
Biebrach Park (San Jose)	Urban/residential. Basketball courts, handball court, restrooms, swimming pool	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor track modifications to the existing Caltrain at-grade track	Alts 1, 2, and 3: 395.3 feet from TCE Alt 4: 10.1 feet from TCE	While the uses at this park are not considered noise sensitive, noise, vibration, and air emissions under all project alternatives would be perceptible during construction, and could make use of courts and swimming pool less desirable. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the park would remain usable during construction.
Fuller Park (San Jose)	Urban/residential. Game tables, bocce ball court, and horseshoe pit	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor track modifications to the existing Caltrain at-grade track	Alts 1, 2, and 3: 443.4 feet from TCE Alt 4: within TCE	While uses at this park are generally not considered noise sensitive, noise, vibration, and air emissions under all project alternatives would be perceptible during construction. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the park would remain usable during construction.
Palm Haven Plaza (San Jose)*	Urban. Grassy open space, bench	Alts 1, 2, and 3: outside RSA Alt 4: minor at-grade track modifications	Alts 1, 2, and 3: 1,979.1 feet from TCE Alt 4: 854.5 feet	Noise and emissions associated with project construction could affect users of the plaza. The grassy open-space area could be considered noise sensitive. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present, and users of the park are unlikely to be affected by noise and vibration under any alternative due to its distance away from the TCE. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Hummingbird Park* (San Jose)	Urban. Children's play area, picnic tables and benches.	Alts 1, 2, and 3: outside RSA Alt 4: minor at-grade track modifications	Alts 1, 2, and 3: 2,355.1 feet from TCE Alt 4: 893.4 feet	Construction noise, vibration, and air emissions under all project alternatives would not make use of the park less desirable during construction. This resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions.
Highway 87 Bikeway North (San Jose)	Urban. Class I paved bikeway	Alts 1–4: new aerial viaduct Alt 4: minor track modifications to the existing Caltrain at-grade track	Alts 1–4: within TCE	While the bikeway is not considered noise sensitive, where the resource would remain open for use, users under all project alternatives would be indirectly affected by exposure to noise, vibration, and construction emissions, which could make use of the bikeway less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the bikeway would remain usable during construction.
Jesse Frey Community Garden (San Jose)	Urban. Organic Community Garden	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor track modifications to the existing Caltrain at-grade track	Alts 1, 2, and 3: 284 feet from TCE Alt 4: 406.3 feet from TCE	While this resource is not considered a noise sensitive use, users of the garden under all project alternatives could be exposed to construction noise, vibration, and emissions. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions. Further, the garden is separated from the project alignment by a cluster of mature trees, Lelong Street, and SR 87.
Tamien Park (Phase II Planned) (San Jose)	Urban/residential. Picnic tables, shade structures, ping pong tables, restroom, children's playground with play equipment, multi-use turf area, and a lighted basketball court. Planned multi-use/soccer field, stage, and outdoor gym.	Alts 1, 2, and 3: new aerial viaduct Alt 4: utility relocation	Alts 1–3: within TCE Alt 4: within TCE	While this resource is not considered noise sensitive, park users under all project alternatives would be indirectly affected by exposure to noise, vibration, and construction emissions, which could make use of the park, and planned park, less desirable during construction. However, this resource is located within an urban/residential setting and adjacent to the Caltrain ROW, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions. Construction activities would be longer in duration and more extensive under Alternatives 1, 2, and 3 than under Alternative 4.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Three Creeks Trail (Planned) (San Jose)	Urban. Planned landscaped and paved Class I trail system would connect to the Los Gatos Creek Trail, Guadalupe River Trail, Highway 87 Bikeway, and Coyote Creek Trail	Alts 1, 2, and 4: minor track modifications Alt 3: new aerial viaduct	Alts 1, 2, and 3: within TCE Alt 4: 5.1 feet from TCE	If the trail is completed prior to project construction, future users under all project alternatives would be indirectly affected by exposure to noise, vibration, and construction emissions, which could make use of the planned trail less desirable during construction. This active use would not be considered noise sensitive, and would be located in an urban environment, wherein a certain amount of ambient noise exists. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions.
Communications Hill Trail (San Jose)	Urban/residential. Views of valley, link neighborhood parks, connection to the City of San Jose's existing trail network and Highway 87 Bikeway; pedestrian bridge	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor at-grade track modifications	Alts 1–4: 0 (adjacent)	While this resource is not considered noise sensitive, trail users under all project alternatives would be indirectly affected by exposure to noise, vibration, and construction emissions, which could make use of the planned bikeway less desirable during construction. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions.
Danna Rock Park* (San Jose)	Urban/residential. BBQ facilities, picnic sites, small basketball court, children's play area	Alts 1 and 3: new aerial viaduct. Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1 and 3: 581.2 feet from TCE Alt 2: 379.3 feet from TCE Alt 4: 712.9 feet from TCE	Noise and emissions associated with project construction under Alternative 2 could affect users of the BBQ facilities, picnic areas, basketball courts, and play areas. Picnic areas and the children's play area could be considered noise sensitive. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions.
Edenvale Gardens Regional Park* (San Jose)	Urban/residential. Three tennis courts, sand volleyball court, small basketball court, children's play areas, restroom facilities, BBQ facilities, picnic sites, walking trail	Alts 1 and 3: new aerial viaduct. Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1 and 3: 97.1 feet from TCE Alt 2: 14.3 feet from TCE Alt 4: 27.1 feet from TCE	Noise and emissions associated with project construction under all project alternatives could affect users of the BBQ facilities, picnic areas, ball courts, play areas, and walking trail. Picnic areas could be considered noise sensitive. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions. Construction activities would be longer in duration and more extensive under Alternatives 1 and 3.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Ramac Park* (San Jose)	Urban/industrial. BBQ facilities, picnic sites, restroom facilities, small basketball court, unlighted tennis court, lighted softball field, soccer use allowed with permit	Alts 1 and 3: new aerial viaduct. Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1 and 3: 548.1 feet from TCE Alt 2: 445.8 feet from TCE Alt 4: 395.4 feet from TCE	Noise and emissions associated with project construction under Alternatives 2 and 4 could affect users of the BBQ facilities, picnic areas, and playfields and courts; this is an urban industrial site and most existing uses are not considered noise sensitive. Picnic areas could be considered noise sensitive. However, this resource is located within an urban/industrial setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions.
Silver Leaf Park* (San Jose)	Urban/residential. BBQ facilities, picnic sites, children's play areas, and a small basketball court	Alts 1 and 3: new aerial viaduct. Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1, 2, and 3: 507.5 feet from TCE Alt 4: 757.6 feet from TCE	Exposure to noise and emissions associated with project construction would not affect users of BBQ facilities, picnic areas, playfields and courts under any project alternative. Picnic areas could be considered noise sensitive. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions.
Metcalf Park* (San Jose)	Urban/residential. BBQ facilities, picnic site, restroom facilities, children's play area, two basketball courts, sand volleyball court	Alts 1 and 3: new aerial viaduct. Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1 and 3: 368.1 feet from TCE Alt 2: 330.2 feet from TCE Alt 4: 469.6 feet from TCE	Noise and emissions associated with project construction under all project alternatives could affect users of the BBQ facilities, play area, picnic areas, and basketball/volleyball courts. Picnic areas could be considered noise sensitive. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions. Construction activities would be longer in duration and more extensive under Alternatives 1 and 3.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Coyote Creek Parkway* (San Jose)	Urban/rural. Biking, equestrian, and hiking trails, fishing, historic site, picnic areas, 15 miles in length along Coyote Creek.	Alts 1 and 3: new aerial viaduct. Alts 2 and 4: minor track modifications to the existing Caltrain at-grade track	Alts 1–4: within TCE	Noise and emissions associated with project construction under all project alternatives could affect parkway users. Picnic areas and hiking trails could be considered noise sensitive. However, this resource is located within an urban/rural setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions. Construction activities would be longer in duration and more extensive under Alternatives 1 and 3.
Coyote Creek Trail (San Jose)	Urban. 18 miles in length, paved hiking and bicycle trail	Alts 1 and 3: new aerial viaduct. Alts 2 and 4: minor track modifications to the existing Caltrain at-grade track	Alts 1, 2 and 3: within TCE Alt 4: 19.4 feet from TCE	Noise, vibration, and construction emissions under all project alternatives could make use of portions of the trail near construction activities less desirable during construction for hiking and cycling; these activities are not considered noise sensitive. Further, while some portions of the trail are adjacent to the project alignment, in other areas the trail is separated from the project alignment by residential neighborhoods, minimizing indirect noise and air quality impacts on users. The project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions.
Anderson Lake County Park* (Morgan Hill)	Rural/Residential. Multiple use trails from the Coyote Creek Parkway, the Jackson Ranch historic park site, the Moses L. Rosendin Park, and Burnett Park. Reservoir provides both motorized and nonmotorized boating and fishing opportunities, as well as shoreline picnic and BBQ facilities at several locations surrounding the lake	Alts 1 and 3: new aerial viaduct. Alts 2 and 4: outside RSA	Alts 1 and 3: 25.6 feet from TCE Alt 2: 3,812.2 feet from TCE Alt 4: 4,812.1 feet from TCE	Noise and emissions associated with project construction under Alternatives 1 and 3 could affect park users. Picnic and BBQ areas could be considered noise sensitive. While this resource is located in a rural/residential area, the project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions. Additionally, users of the park are unlikely to be affected by construction vibration due to its distance away from the TCE.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Fisher Creek Trail (Planned) (San Jose)	Rural. Planned Class I bikeway	Alts 1 and 3: new aerial viaduct. Alts 2 and 4: minor track modifications to the existing Caltrain at-grade track	Alts 1–4: 0 feet (adjacent)	While an active use and not considered noise sensitive, users under all project alternatives would be indirectly affected by noise and vibration, as well as construction emissions, which could make use of the planned bikeway less desirable during construction. While this resource is located within a rural area, the project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions. Construction activities would be longer in duration and more extensive under Alternatives 1 and 3.
Tulare Hill (Planned) (San Jose)	Urban/rural. Future park use	Alts 1 and 3: new aerial viaduct. Alts 2 and 4: minor track modifications to the existing Caltrain at-grade track	Alts 1, 2, and 3: adjacent to TCE Alt 4: 360.5 feet from TCE	While this resource is not considered noise sensitive, if constructed prior to project construction under all project alternatives, temporary exposure of park users to noise, vibration, and emissions could occur during construction. The project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions.
Field Sports Park (San Jose)	Rural. Firing and shooting ranges, picnicking, league activities, and special events	Alts 1–4: EINU	Alts 1–4: within EINU	While this resource is not considered noise sensitive, noise and vibration, along with construction emissions, could make use of the firing range and picnic areas less desirable during construction under all project alternatives. However, even in this rural environment, the project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions.
Sanchez Park (San Jose)	Urban/residential. Small children's play area	Alts 2 and 4: minor track modifications to the existing Caltrain at-grade track Alts 1 and 3: outside RSA	Alts 1 and 3: 1,401.3 feet from TCE Alt 2: 239.5 feet from TCE Alt 4: 199.4 feet from TCE	While the park is not considered to be noise sensitive, indirect impacts from Alternatives 2 and 4 construction would include noise and vibration, as well as construction emissions, potentially making use of the park less desirable during construction. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions. Temporary indirect impacts would also be minimized by the presence of an existing tree at the northeast edge of the park.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Morgan Hill Outdoor Sports Center (Morgan Hill)	Rural. 10 natural grass sports fields, two fully equipped multiuse synthetic turf fields, landscaped plaza, bleachers, field and parking lighting, BBQ areas. Hosts regional soccer, football, and cheer tournaments	Alts 1 and 3: new aerial viaduct Alts 2 and 4: outside RSA	Alts 1 and 3: 378.9 feet and across US 101 from TCE Alt 2: 2,681.2 feet from TCE Alt 4: 4,015.9 feet from TCE	While the park primarily supports active uses that are not considered noise sensitive, noise and vibration, as well as construction emissions under Alternatives 1 and 3, could make use of the sports fields and other facilities less desirable during construction. Even in this rural environment, the project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions. Further, users of the center are unlikely to be affected by construction vibration due to its distance away from the TCE.
Morgan Hill Aquatics Center (Morgan Hill)	Rural. Year-round fitness-related swim facility, open summer for recreational swimming; competition pool (50 meters) with lap lanes and diving boards, warm-water instructional pool, recreation pool with water playground, two water slides, recreational fountain and water play area	Alts 1 and 3: new aerial viaduct Alts 2 and 4: outside RSA	Alts 1 and 3: 383.6 feet and across US 101 from TCE Alt 2: 2,394.2 feet from TCE Alt 4: 3,945.5 feet from TCE	While this active use is not considered noise sensitive, noise and vibration, along with construction emissions under Alternatives 1 and 3, could make use of outdoor swimming pools and other aquatic facilities less desirable during construction. However, even in this rural environment, the project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions. Further, users of the center are unlikely to be affected by construction vibration due to its distance away from the TCE.
Villa Mira Monte*	Urban/residential. Community and recreational facility, including the Morgan Hill House, museum, and gardens, which can be rented by the general public for event use	Alts 1 and 3: outside RSA Alt 2: embankment Alt 4: minor at-grade track modifications	Alts 1 and 3: 1,607.7 feet from TCE Alt 2: adjacent to TCE Alt 4: within TCE	Noise and emissions associated with project construction could affect users of the property under Alternatives 2 and 4. Alternative 2 would include the following project components located within and east of the existing rail right-of-way that forms the northeastern boundary of the legal parcel containing Villa Mira Monte: TCE adjacent to the rear (east) of the legal parcel, which is the resource boundary; underground sewer utility relocation 40 feet from the resource; HSR right-of-way (ballasted track on retained fill, approximately 20 feet above grade, with additional 27-foot overhead contact system [OCS] poles) 65 feet east of the resource boundary; and staging area 215 feet east of the resource. Under Alternative 4, the HSR right-of-way would be blended with the Caltrain tracks in the existing Caltrain right-of-way, which passes along the northeastern boundary of the resource. OCS poles 27 feet tall would be installed within the Caltrain and HSR right-of-way. The Caltrain right-of-way runs

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
				<p>adjacent to the resource’s eastern boundary. An area designated for temporary HSR access adjacent to the HSR right-of-way would extend approximately 20 feet into the resource boundary. The gardens could be considered noise sensitive, as these areas are used for passive recreation and for events such as weddings and receptions. While this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present, users of the facility could be affected by noise, vibration, and dust emissions. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions.</p>
<p>Morgan Hill Community and Cultural Center** (Morgan Hill)</p>	<p>Urban/residential. Community playhouse, multiuse rooms, rose garden, outdoor amphitheater</p>	<p>Alts 1 and 3: outside RSA Alt 2: embankment Alt 4: minor at-grade track modifications</p>	<p>Alts 1 and 3: 1,720.1 feet and across US 101 from TCE Alt 2: within TCE Alt 4: 14.6 feet from TCE</p>	<p>While this resource is located within an urban residential environment, wherein a certain amount of ambient noise already is present, and the overall use is not considered noise sensitive, the amphitheater is noise sensitive. The 70 dBA criteria (residential nighttime) is appropriate for the amphitheater. The near edge of the amphitheater field is about 555 feet from the centerline of the proposed HSR tracks, and the center of the amphitheater is 635 feet away. Using 70 dBA as the impact threshold, two construction phases would be incompatible under Alternative 2: concrete pour/aerial structure (698-foot distance criteria) and track installation (585-foot distance criteria). Under Alternative 4, one construction phase would be incompatible: track installation (585-foot distance criteria). Because the amphitheater would be located within 585 feet of track installation under Alternatives 2 and 4 and within 698 feet of concrete pour/aerial structure activities under Alternative 2, construction noise would exceed the construction noise threshold, and the amphitheater would not be useable during these construction activities, even with project features to minimize noise impacts. Track installation and concrete pour/aerial structure activities would each last approximately 6 months in the vicinity of the community center, resulting in approximately 1 year under Alternative 2 and 6 months under Alternative 4 where the amphitheater would not be useable. Structures could be affected by construction vibration under Alternative 2 should pile driving be required.</p>

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
San Ysidro Park* (Gilroy)	Urban/residential. Basketball court, handball court, hiking, jogging path, multiuse area, picnic areas, restrooms	Alts 1–4: EINU located within 100 feet of the park	Alts 1–4: 92.4 feet from EINU	Noise, vibration, and emissions associated with project construction under all project alternatives could affect parkway users; picnic areas and hiking paths could be considered noise sensitive. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions.
Wheeler Tot Lot	Urban/residential. Small child play area	Alt 1: new aerial viaduct Alt 2: minor track modifications to existing Caltrain at-grade track Alt 3: outside RSA Alt 4: minor at-grade track modifications	Alt 1: 769.1 feet from TCE Alt 2: 462.0 feet from TCE Alt 3: 3,901.9 feet from TCE Alt 4: 766.5 feet from TCE	While the small child play area is not considered a noise sensitive use, noise and vibration, along with air emissions, under Alternative 2 could make use of the play area less desirable during construction. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions.
Forest Street Park* (Gilroy)	Urban/residential. Playground, picnic areas	Alt 1: new aerial viaduct Alt 2: minor track modifications to existing Caltrain at-grade track Alt 3: outside RSA Alt 4: minor at-grade track modifications	Alt 1: 132.7 feet from TCE Alt 2: 108.1 feet from TCE Alt 3: 1,943.1 feet from TCE Alt 4: 276.4 feet from TCE	Noise, vibration, and construction emissions under Alternatives 1, 2, and 4 could make use of the park less desirable during project construction; picnic areas could be considered noise sensitive. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions. Further, temporary indirect impacts would be minimized by existing mature trees along the western edge of the park.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Butcher Park* (San Jose)	Urban. Benches, picnic tables	Alts 1–4: temporary construction easement for an EINU across US 101	Alts 1, 2, and 4: 754.6 feet from an EINU and across US 101 Alt 3: 632.2 feet from an EINU and across US 101	Noise, vibration, and construction emissions would not make use of the park less desirable during project construction under any project alternative; benches and picnic areas could be considered noise sensitive, and users of the park are unlikely to be affected by construction vibration due to its distance away from an EINU. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions. Further, temporary indirect impacts would be minimized by existing mature trees along the western edge of the park.
Gilroy Sports Park (Gilroy)	Rural. Baseball/softball, jogging path, picnic tables, playground, restrooms, soccer field, and trails	Alt 1: new aerial viaduct Alt 2: minor track modifications to existing Caltrain at-grade track Alt 3: outside RSA Alt 4: minor at-grade track modifications	Alt 1: 869.8 feet from TCE Alt 2: 98.4 feet from TCE Alt 3: 8,226.1 feet from TCE Alt 4: 754.6 feet from TCE	While this active use is not considered noise sensitive, noise and vibration, along with construction emissions under Alternative 2, could make use of the park less desirable during project construction. However, the project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions. Further, temporary indirect impacts would be minimized by existing mature trees along the western edge of the park, and the park is unlikely to be affected by construction vibration due to the distance away from the TCE.
San Luis Reservoir Wildlife Management Area**	Rural. Wildlife viewing, hunting	Alts 1–4: new tunnel	Alts 1–4: 36,934.2 feet from tunnel portal TCE	This resource is considered a noise sensitive use; however, noise and construction emissions under all project alternatives would not be perceptible to users within the recreation area, and vibration associated with tunnel construction would not be perceptible to users 36,934.2 feet distant. Project features would minimize any perceptible construction-related vibration that could disturb wildlife viewing.
San Luis Reservoir State Recreation Area* (Merced County)	Rural. Boating, board sailing, camping, picnicking	Alts 1–4: new tunnel	Alts 1–4: 2,777.0 feet from tunnel portal TCE	Noise and construction emissions would not be perceptible to users under all project alternatives within the recreation area, nor would vibration associated with tunnel construction be perceptible to users 2,777.0 feet distant. The project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions.

Name	Park Features	Construction Activities	Proximity to Construction	Impact on Park Use and User Experience
Cottonwood Creek Wildlife Area** (Merced County)	Rural. Wildlife viewing, hunting	Alts 1–4: new tunnel	Alts 1–4: 37,469.2 feet from tunnel portal TCE	This resource is considered a noise sensitive use; however, noise and construction emissions under all project alternatives would not be perceptible to users within the recreation area, nor would vibration associated with tunnel construction be perceptible to users 37,469.2 feet distant. Project features would minimize any perceptible construction-related vibration that could disturb wildlife viewing. Section 3.7 describes temporary changes to surface water features (Impact BIO#1) that could reduce their recreational resource value.
Volta Wildlife Area** (Los Banos)	Rural. Wildlife viewing, hunting	Alts 1–4: embankment on Henry Miller Road	Alts 1–4: 0 feet (adjacent) from TCE	This resource is considered noise sensitive. Noise and vibration, along with construction emissions, under all project alternatives could make use of portions of the area near the right-of-way less desirable during construction. However, the project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions.
Los Banos Wildlife Area** (Los Banos)	Rural. Wildlife viewing, fishing, hunting	Alts 1–4: embankment on Henry Miller Road	Alts 1–4: within TCE	This resource is considered noise sensitive. Noise and vibration, along with construction emissions, under all project alternatives could make use of portions of the area near the right-of-way less desirable during construction. However, the project would maintain noise and vibration levels within the FRA requirements, minimize vibration, and minimize fugitive dust emissions.

**Noise-sensitive resource

* Resource containing noise-sensitive use

¹ Temporary and permanent impact quantities for resources located within the TCE or right-of-way are specified in the discussion of temporary (Impact PK#2) and permanent (Impact PK#6) impacts on access to parks, recreational facilities, and open space areas

Alt = alternative

dBA = A-weighted decibels

EINU = electrical interconnection network upgrade

FRA = Federal Railroad Administration

HSR = high-speed rail

SR = State Route

TBM = tunnel boring machine

TCE = temporary construction easement

US = U.S. Highway

CEQA Conclusion

The impact under CEQA would be less than significant for Alternatives 1 and 3 because noise, vibration, and fugitive dust generated during project construction would not prevent the use of an existing or planned park, recreational facility, or open space resource. The project could result in indirect impacts related to noise, vibration, and construction emissions on parks and open space areas, but users would typically be exposed to noise, vibration, and construction emissions only for relatively short periods. Further, FRA screening criteria for vibration are focused on impacts on buildings, and most parks, open space, and recreational areas within the RSA do not contain buildings that would be affected by vibration aside from restrooms and other ancillary structures. The project would comply with FTA and FRA noise requirements and implement emission controlling practices for sensitive land uses, which include noise sensitive parks and open space facilities. Consequently, those resources affected by noise, vibration, and fugitive dust emissions would experience a diminished user experience but people would not be prevented from continued use of the resource. Therefore, CEQA for Alternatives 1 and 3 does not require mitigation.

The impact under CEQA would be significant for Alternatives 2 and 4 at Villa Mira Monte and at the Morgan Hill Community and Cultural Center. Construction noise would impair use of Villa Mira Monte for outdoor events and of the Morgan Hill Community and Cultural Center amphitheater during two construction phases (concrete pour/aerial structure and track installation) under Alternative 2 and during one phase (track installation) under Alternative 4, despite project avoidance and minimization measures that address construction noise. Track installation and concrete pour/aerial structure activities (embankment for Villa Mira Monte) would each last approximately 6 months in the vicinity of Villa Mira Monte and the community center, resulting in approximately 1 year under Alternative 2 and 6 months under Alternative 4 where use of the gardens at Villa Mira Monte and the amphitheater at the Morgan Hill Community and Cultural Center would be diminished. While use of these facilities would not be physically prevented, construction noise would diminish the user experience during scheduled outdoor events. This impact would be reduced with implementation of mitigation measures identified in Section 3.15.9, CEQA Significance Conclusions. Section 3.15.7, Mitigation Measures, describes these measures in detail.

While construction-related noise would temporarily diminish the user experience at the remaining facilities, the use of these facilities would not be prevented; therefore, the impact under CEQA for those remaining facilities is less than significant. The project would comply with FTA and FRA noise requirements and implement emission controlling practices for sensitive land uses, which include the noise sensitive parks and open space facilities (AQ-IAMF#1, AQ-IAMF#4, AQ-IAMF#5, and NV-IAMF#1).

Impact PK#2: Temporary Changes to Access or Use of Parks

Construction of the project alternatives would require temporary construction easements to facilitate placement of construction equipment and construction activities that could reduce access to roadways or otherwise temporarily affect access to, and use of, parks. Temporary construction impacts on access and traffic, such as road closures and other disruptions, would be minimized by providing detours and signage so that motorists and pedestrians would continue to have access to parks, recreation, and open space resources (TR-IAMF#2, TR-IAMF#4, TR-IAMF#5, and TR-IAMF#7). Project construction would likely occur over a period of 7 years, with 1.5 years of continuous construction activity at any one location. Table 3.15-5 shows the parks affected by construction activities under each alternative and describes the temporary changes that would lead to access and/or use restrictions. Temporary changes to access or use of parks, recreational facilities, and open space areas would occur at 11 resources under Alternative 1, 16 resources under Alternative 2, 11 resources under Alternative 3, and 8 resources under Alternative 4. Temporary impacts related to changes in access to, or use of, affected parks are discussed in this section.

Table 3.15-5 Construction-Related Impacts on Access to and Use of Parks

Facility*	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Reed Street Dog Park	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.	0.12 acre of this resource would be within the TCE. The TCE vehicular access point along Lafayette St (at existing track crossing) north of Warburton Ave would decrease access.	Same as Alternative 2.	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.
Larry J. Marsalli Park	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.	0.51 acre of this resource would be within the TCE. Access from Lafayette St off El Camino Real would be maintained; temporary construction easements at Lewis St, Alviso St, and The Alameda. Removal of the existing bridge and construction of the proposed undercrossing along De La Cruz Blvd would limit access from the northeast.	Same as Alternative 2.	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.
College Park	0.04 acre of this resource would be within the TCE. TCE at and along Elm St and W Hedding St would decrease access. W Hedding St would be a proposed undercrossing.	0.02 acre of this resource would be within the TCE. TCE at and along Elm St and bridge reconstruction along W Hedding St (proposed undercrossing) would decrease access.	0.02 acre of this resource would be within the TCE. TCE at and along Elm St and West Hedding St would decrease access. W Hedding St would be a proposed undercrossing.	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.
Guadalupe River Trail	0.70 acre of this resource would be within the TCE. TCE at E Union Pacific Railroad track north of Howard St would decrease access to the Guadalupe River Trail W.	Same as Alternative 1.	Same as Alternative 1.	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.

Facility*	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Los Gatos Creek Trail	1.31 acres of this resource would be within the TCE. TCE on W San Carlos St would decrease access to the Los Gatos Creek Trail.	Same as Alternative 1.	Same as Alternative 1.	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.
Fuller Park	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.	Same as Alternative 1.	Same as Alternative 1.	0.1 acre of this resource would be within the TCE. No change to access would result.
Highway 87 Bikeway North	0.84 acre of this resource would be within the TCE. TCE on Willow St would decrease access to Highway 87 Bikeway North. Because of the proximity of the resource to the HSR corridor, portions of the trail would need to be temporarily closed for approximately 6 months during construction.	Same as Alternative 1.	Same as Alternative 1.	0.42 acre of this resource would be located within the TCE. Same access changes as Alternative 1
Tamien Park (Phase II Planned)	0.05 acre of this resource would be within the TCE. If completed prior to project implementation, multi-use soccer field access would be disrupted by a TCE along the Caltrain ROW. Because of the proximity of the resource to the Caltrain ROW, portions of the planned multi-use soccer field would need to be temporarily closed for approximately 6 months during construction.	Same as Alternative 1.	Same as Alternative 1.	0.02 acre of this resource would be within the TCE. If completed prior to project implementation, the perimeter of the field would be disrupted by a TCE along the Caltrain ROW. Because of the proximity of the resource to the Caltrain ROW, portions of the planned multi-use soccer field would need to be temporarily closed for approximately 4 months during construction.

Facility*	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Three Creeks Trail (Planned)	0.46 acre of this resource would be within the TCE. If completed prior to project implementation, trail access would be disrupted by a TCE west of Almaden Rd.	Same as Alternative 1.	Same as Alternative 1.	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.
Coyote Creek Parkway	9.62 acres of this resource would be within the TCE. TCE northeast of Monterey Rd would decrease access.	11.21 acres of this resource would be within the TCE. Same access changes as Alternative 1.	Same as Alternative 1.	3.52 acres of this resource would be within the TCE. Same access changes as Alternative 1.
Coyote Creek Trail	1.04 acres of this resource would be within the TCE. TCE northeast of Monterey Rd would decrease access.	0.87 acre of this resource would be within the TCE. Same access changes as Alternative 1.	Same as Alternative 1.	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.
Fisher Creek Trail (Planned)	This resource would not be within the TCE. However, if the trail is operational by the time HSR construction begins adjacent to the proposed trail location, a TCE to the north of the trail, perpendicular to the proposed HSR right-of-way and Monterey Rd, would decrease access.	This resource would not be within the TCE. However, if the trail is operational by the time HSR construction begins adjacent to the proposed trail location, a TCE to the north of the trail, perpendicular to the proposed HSR right-of-way and Monterey Rd, would decrease access. Permanent access from Monterey Rd and Blanchard Rd, south of the trail, would also be affected. The HSR track would be on embankment along the Monterey Rd corridor, closing off access from Blanchard Rd to Monterey Rd.	Same as Alternative 1.	Same as Alternative 1.

Facility*	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Tulare Hill	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.	This resource would not be within the TCE. Permanent access from Monterey Rd and Blanchard Rd, south of the resource, would be affected. The HSR track would be on embankment along the Monterey Rd corridor, closing off access from Blanchard Rd to Monterey Rd.	Same as Alternative 1.	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.
Field Sports Park	2.04 acre of this resource would be within the TCE. No changes in access.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Villa Mira Monte	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.	The TCE would be immediately adjacent to the eastern resource boundary. No changes in access would occur.	This resource would not be intersected by the TCE and would not experience construction-related impacts on access.	The TCE would extend approximately 20 feet into the resource boundary, impacting .09 acres of the resource. This portion of the parcel is located in an area of the site that is currently undeveloped and is separated from the primary building by a distance of approximately 245 feet. No changes in access would occur.
Morgan Hill Community and Cultural Center	These resources would not be intersected by the TCE and would not experience construction-related impacts on access.	0.77 acre of these resources would be within the TCE. Access to the Morgan Hill Community and Cultural Center would be reduced because of the placement of a TCE along West Dunne Ave between Church St and Monterey Rd.	Same as Alternative 1.	Same as Alternative 1.

Facility*	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Los Banos Wildlife Area	0.03 acre of this resource would be within the TCE. This small portion of the Los Banos Wildlife Area would be affected by a TCE north of the project alignment.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.

*Assumptions based on the August 2018 designs for San Jose to Merced Project Section
TCE = temporary construction easement

- Larry J. Marsalli Park**—Larry J. Marsalli Park is located in Santa Clara at 1425 Lafayette Street, between El Camino Real and Lewis Street. A portion (0.51 acre) of the 4.5 acre park is located within a TCE under Alternatives 2 and 3. This land in the southern portion of the park along De La Cruz Boulevard would be used as a TCE to allow the reconstruction of the existing De La Cruz Boulevard overcrossing, which would be replaced with an undercrossing to enable the HSR aerial structure to cross 30 feet high over De La Cruz Boulevard, the relocated Union Pacific Railroad (UPRR) Mainline Track 1 and two industry tracks, and the Caltrain Santa Clara Station. This portion of the park is currently vegetated and open space. Alternatives 2 and 3 would leave most of the park intact and contiguous for continued use during construction and operations, including all of the park’s facilities (softball field, playground, restrooms). However, any trees or vegetation located within the TCE boundary would be removed during construction. Prior to any ground-disturbing activities at the park, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation, and successful achievement of restoration for temporary impacts, such as replanting trees and vegetation that would be removed (LU-IAMF#3). Before beginning construction use of land, the contractor would submit the restoration plan to the Authority for review and obtain Authority approval. The TCEs for Alternatives 2 and 3 would be at Lewis Street, Alviso Street, and The Alameda. Additionally, removal of the existing bridge and construction of the proposed undercrossing along De La Cruz Boulevard would limit access from the northeast. While this would impede access to the park, access from Lafayette Street off of El Camino Real would be maintained. Use of the park could be precluded by temporary changes in access. Under Alternatives 1 and 4, this resource would not be intersected by a TCE and would not experience construction-related impacts on access.
- College Park**—College Park is a 0.1-acre park in San Jose, accessible from two access points, Elm Street and West Hedding Street. A portion (0.04 acre under Alternative 1 and 0.02 acre under Alternatives 2 and 3) is located within a TCE under Alternatives 1, 2, and 3. This land in the southern portion of the park along Elm Street and West Hedding Street would be used as a TCE to allow the reconstruction of the existing West Hedding Street overcrossing, which would be replaced by an undercrossing guideway. Alternatives 1, 2, and 3 would leave most of the park intact and contiguous for continued use during construction and operations, including all of the park’s facilities (e.g., walking path, bench). However, any trees or vegetation located within the TCE boundary would be removed during construction. Prior to any ground-disturbing activities at the park, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation, and successful achievement of restoration for temporary impacts, such as replanting trees and vegetation that would be removed (LU-IAMF#3). Before beginning construction use of land, the contractor would submit the restoration plan to the Authority for review and obtain Authority approval. Under Alternatives 1 and 3, TCEs at and along Elm Street and West Hedding Street would temporarily decrease access to the park. Under Alternative 2, TCEs at and along Elm Street and bridge reconstruction along West Hedding

Street (proposed undercrossing) would decrease access. The park would be surrounded on three sides by a TCE, but access from West Hedding Street would be retained during construction. Use of the park could be precluded by temporary changes in access. Under Alternative 4, this resource would not be intersected by a TCE and would not experience construction-related impacts on access.

- **Guadalupe River Trail**—A portion (0.70 acre) of this 3-mile segment of the Guadalupe River Trail is located within a proposed TCE under Alternatives 1, 2, and 3. This land in the western portion of the trail (east side of SR 87) would be used to construct the HSR aerial structure, which would cross over West Virginia Street and Reach 6, then over the Caltrain rail bridge, the Guadalupe River, and Willow Street. This portion of the trail land is currently vegetated and open space. Although 0.70 acre would be temporarily used during construction, this would not divide the trail in two, or make the trail unusable during construction, because the entire width of the trail would not be used, allowing continued use during construction. Temporary realignment of the trail would not be required. Project features (PK-IAMF#1) would help to maintain access to this trail because the contractor would prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on trails and recreation facilities, such as providing safe and attractive access for existing travel modes (e.g., motorists, bicyclists, pedestrians) to existing trails and recreation facilities. The TCE at the East UPRR track north of Howard Street would decrease access to the Guadalupe River Trail West, resulting in reduced access under all of these three alternatives. However, access would remain available for trail users at other points, such as Alviso Educational Center on Gold Street in Alviso (just south of the bridge over the river) and Guadalupe River Park on Coleman Avenue. Use of the park could be precluded by temporary changes in access. Under Alternative 4, this resource would not be intersected by a TCE and would not experience construction-related impacts on access.
- **Los Gatos Creek Trail**—Los Gatos Creek Trail is an approximately 9.7-mile trail located at E Main Street at College Avenue in San Jose. A portion (1.31 acres) of the trail is located within a proposed TCE under Alternatives 1, 2, and 3. The area of the trail affected is between South Montgomery Street and just south of San Carlos Street. Temporary utility work would be necessary to protect a stormwater canal in place during construction, and TCEs near San Carlos Street would be necessary to perform utility work and construct the HSR viaduct. The TCE on West San Carlos Street would decrease access to the trail under Alternatives 1, 2, and 3. Although 1.31 acres would be temporarily used during construction, this would not divide the trail in two, or make the trail unusable during construction, because the entire width of the trail would not be used, allowing continued use during construction. Temporary realignment of the trail would not be required. Also, access would remain available from at least eight other access points along the trail. Project features (PK-IAMF#1) would maintain access to trail and recreation facilities because the contractor would prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on trails, such as providing safe and attractive access for existing travel modes (e.g., motorists, bicyclists, pedestrians) to existing trail and recreation facilities. Use of the park could be precluded by temporary changes in access. Under Alternative 4, this resource would not be intersected by a TCE and would not experience construction-related impacts on access.
- **Fuller Park**—A portion (0.1 acre) of this 1.14-acre park is within a proposed TCE for HSR access under Alternative 4. In the portion of the park to the east of Delmas Avenue, 0.01 acre of the park adjacent to the current UPRR right-of-way would be used as an access TCE. This area is on the northeastern edge of the park, directly adjacent to the existing right-of-way, and does not contain any recreational facilities. Alternative 4 would leave most of the park intact and contiguous for continued use during construction and operations. Prior to any ground-disturbing activities at the park, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation, and successful achievement of restoration for temporary impacts, such as replanting trees and vegetation that would be removed (LU-IAMF#3). Before beginning

construction, the contractor would submit the restoration plan to the Authority for review and obtain Authority approval. Access to the park would not be affected by this TCE because Fuller Street, which provides primary access to the park, would not be affected. Under Alternatives 1, 2, and 3, the TCE would not be required.

- **Highway 87 Bikeway North**—The northern portion (0.84 acre for Alternatives 1, 2, and 3 and 0.42 acre for Alternative 4) of 2.7 mile Highway 87 Bikeway, from Willow Avenue to Curtner Avenue, is located within a TCE under all four project alternatives. The TCE on Willow Street would decrease access to Highway 87 Bikeway North. Because of the proximity of the resource to the HSR corridor, portions of the trail would need to be temporarily closed during project construction for approximately 6 months. Under Alternatives 1, 2, and 3, the trail would be closed between Willow Street and Almaden Expressway, while under Alternative 4, the trail would be closed only at Almaden Expressway. Temporary realignment of the trail is not possible due to the limited space available. Access would be temporarily reduced under all four project alternatives, but not permanently eliminated.
- **Tamien Park (Phase II Planned)**—Tamien Park is located at 1197 Lick Avenue in San Jose. The 3.5 acre park is partially constructed with recreation facilities on the north portion of the property. The southern portion is proposed to be constructed with a multi-use soccer field, stage, and outdoor gym in 2020. A portion (0.05 acre) of the planned park is within a TCE under Alternatives 1, 2 and 3. This portion of the planned park would be used to construct and operate a straddle bent column for the viaduct. The affected portion of the parkland is currently undeveloped and planned for future perimeter landscaping and a multi-use soccer field. A smaller portion (0.02 acre) of the planned park is within a TCE for Alternative 4. Alternative 4 would require use of this portion of the park for utility relocation. All alternatives would require the existing fencing around the perimeter of the park to be relocated during construction; the fence would be relocated to outside the TCE boundary. In addition, any planned trees or vegetation located within the TCE boundary would be removed during construction. Prior to any ground-disturbing activities at the park, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation, and successful achievement of restoration for temporary impacts, such as replanting trees and vegetation that would be removed (LU-IAMF#3). Before beginning construction, the contractor would submit the restoration plan to the Authority for review and obtain Authority approval. The TCE would temporarily occupy a planned portion of a multi-use soccer field for Alternatives 1, 2, and 3 for six months. The TCE for utility relocation would occupy a planned portion of a multi-use soccer field for Alternative 4 for four months. The park would remain accessible from Goodyear Street and Lick Avenue.
- **Three Creeks Trail (Planned)**—The Three Creeks Trail is a planned 0.9-mile trail segment that is within the project footprint, and a portion (0.46 acre) is within a proposed TCE under Alternatives 1, 2, and 3. If built at the time of project implementation, trail access would be disrupted by a TCE west of Almaden Road; however, because the trail terminates at the TCE location, the TCE would not disrupt connectivity or access to the majority of the trail. Temporary realignment of the trail would not be required. Use of the trail could be precluded by temporary changes in access. Under Alternative 4, this resource would not be intersected by a TCE and would not experience construction-related impacts on access.
- **Coyote Creek Parkway and Trail**—Portions of the 1,414-acre parkway and 15-mile trail would be used as TCEs under all of the project alternatives, including a staging area, during project construction. Alternatives 1 and 3 would temporarily require 9.62 acres of parkland during construction, Alternative 2 would temporarily require 11.21 acres of parkland, and Alternative 4 would temporarily require 3.52 acres of parkland. In addition, Alternatives 1 and 3 would temporarily require 1.04 acres of the trail, Alternative 2 would require 0.87 acres of the trail, but Alternative 4 would not require temporary use of the trail. Coyote Creek Parkway also is situated approximately 600 feet from a proposed precast site. The affected parkland—south of Forsum Road, between Monterey Road and the lake within the parkway—is near the western edge of the park. The construction easements represent from a 0.2 to 0.8 percent

portion of the overall area available for recreational uses along the parkway, such as biking, hiking, equestrian uses, and picnicking, and the majority of the parkway would remain open for during construction for recreational uses. Prior to any ground-disturbing activities at the park, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation, and successful achievement of restoration for temporary impacts, such as replanting trees and vegetation that would be removed (LU-IAMF#3). Before beginning construction use of land, the contractor would submit the restoration plan to the Authority for review and obtain Authority approval. TCEs northeast of Monterey Road would diminish access at one access point under all project alternatives; however, access would be maintained at many other access points. Use of the park and trail could be precluded by temporary changes in access.

- **Fisher Creek Trail (Planned)**—Fisher Creek Trail in San Jose is a planned 1.04 mile Class I bikeway that runs across the project right-of-way and adjacent to a proposed TCE under Alternatives 1, 2, and 3. The trail would connect Monterey Road to Santa Teresa Boulevard via Blanchard Road. As shown in Table 3.15-5 for Alternatives 1 and 3, TCEs on Monterey Road would decrease access to Fisher Creek Trail, if constructed at the time of project construction. Under Alternative 2, TCEs on Monterey Road also would decrease access to this resource. The HSR track alignment would be on embankment along the Monterey Road corridor, closing off access from Blanchard Road to Monterey Road. Access would be reduced under Alternatives 1, 2, and 3, and use of the trail could be precluded, although temporary realignment of the trail would not be required. Under Alternative 4, this resource would not be intersected by a TCE and would not experience construction-related impacts in access.
- **Tulare Hill**—Tulare Hill is an approximately 118-acre park adjacent to a TCE under Alternatives 1, 2 and 3. Portions of the base of Tulare Hill would be temporarily inaccessible because of the placement of a TCE west of the project corridor. Access would be reduced under Alternative 2, but not eliminated; access would not be reduced under Alternatives 1, 3, and 4 (Alternative 4 is 360 feet away). Use of the park would not be precluded by temporary changes in access.
- **Field Sports Park**—Field Sports Park is a firing/shooting range and picnicking area, a portion (2.04 of a total 102 acres) of which is located within a TCE for EINU under all four project alternatives. Land in the southwestern half of the park would be used for Pacific Gas and Electric Company (PG&E) network upgrades to support the project alternatives. These portions of the park are currently vegetated and open space. The PG&E network upgrades would not affect any the primary features of the park, such as the buildings, firing range, parking lots, or roadways, leaving the park intact and contiguous for continued use during construction and operations. However, any trees or vegetation located within the PG&E network upgrade boundary would be removed during construction. Prior to any ground-disturbing activities at the park, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation, and successful achievement of restoration of temporary impacts, such as replanting trees and vegetation that would be removed (LU-IAMF#3). Before beginning construction use of land, the contractor would submit the restoration plan to the Authority for review and obtain Authority approval. There would no changes in access under any of the project alternatives.
- **Villa Mira Monte** – Villa Mira Monte is a 2.37-acre community and recreational facility, including the historic Morgan Hill House, museum, and gardens, which can be rented by the general public for event use. Under Alternative 2, the TCE is located immediately adjacent to the eastern boundary of the property. Under Alternative 4, a portion of the facility (.09 acre) is located within the TCE. The TCE would allow for access to the right-of-way during construction of Alternative 4. Prior to any ground-disturbing activities at the facility, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation, and successful achievement of restoration for temporary impacts, such as replanting trees and vegetation that would be removed (LU-IAMF#3). Before beginning construction use of land, the contractor would

submit the restoration plan to the Authority for review and obtain Authority approval. There would no changes in access under any of the project alternatives.

- **Morgan Hill Community and Cultural Center**—Morgan Hill Community and Cultural Center is an 8.67-acre facility, a portion (0.77 acre) of which is located within the TCE under Alternative 2. This land would be necessary to allow for the embankment along the east side of UPRR, where the HSR and UPRR alignments would cross East/West Dunne Avenue, the southern street of the community center, on short bridges over the roadways, which would be lowered 17–30 feet below grade to maintain east-west connections. The land would be needed for roadway right-of-way and TCEs to construct the bridge and reconstruct East/West Dunne Avenue. These portions of the community center are landscaped parking strips and on-street parking. Alternative 2 would not affect the use of any of the buildings, rooms, or outdoor amphitheater, allowing continued use of these facilities during construction and operations. However, any trees or vegetation located within the TCE boundary would be removed during construction. Prior to any ground-disturbing activities at the park, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation, and successful achievement of restoration for temporary impacts, such as replanting trees and vegetation that would be removed (LU-IAMF#3). Before beginning construction use of land, the contractor would submit the restoration plan to the Authority for review and would obtain Authority approval. Access to the Morgan Hill Community and Cultural Center would be reduced because of placement of a TCE along West Dunne Avenue between Church Street and Monterey Road. Access would be reduced under Alternative 2, but would not be reduced under Alternatives 1, 3, and 4. Alternative 4 is 1,720.1 feet away. Use of the park could be precluded by temporary changes in access.
- **Los Banos Wildlife Area**—A portion (0.03 acre) of the 6,200 acre Los Banos Wildlife Area is within the TCE under all four project alternatives. This land would be used from the southern edge of the wildlife area. The 0.03 acre would be needed for TCEs to construct the aerial structure along Henry Miller Road. This portion of the wildlife area is open space with little vegetation. The project alternatives would not affect the use of any of the features of the wildlife area, allowing for their continued use during project construction and operations. However, any trees or vegetation located within the TCE boundary would be removed during construction. Prior to any ground-disturbing activities at the wildlife area, the contractor would prepare a restoration plan addressing specific actions, sequence of implementation, parties responsible for implementation, and successful achievement of restoration for temporary impacts, such as replanting trees and vegetation that would be removed (LU-IAMF#3). Before beginning construction use of land, the contractor would submit the restoration plan to the Authority for review and would obtain Authority approval. Access to the area would not be affected by construction or operation of the project alternatives. Other access points to the wildlife area would remain available. Use of the park would not be precluded by temporary changes in access.

The project design would provide safe and attractive access to parks and maintain sufficient separation of HSR guideway systems from existing parks and recreation facilities (PK-IAMF#1) and would require detours and signage so that motorists and pedestrians would continue to have access to local parks and recreation areas (TR-IAMF#2, TR-IAMF#4, and TR-IAMF#5). However, this would not guarantee that all impacts would be avoided.

CEQA Conclusion

The impact would be significant under CEQA for all four project alternatives because the project could prevent the use of an established or planned park, recreational facility, or open space by impeding access to certain resources during construction. Mitigation measures to address this impact identified in Section 3.15.9, CEQA Significance Conclusions. Section 3.15.7, Mitigation Measures, describes these measures in detail.

Impact PK#3: Temporary Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of Parks, Recreation, and Open Space Resources

Construction activities and equipment could temporarily change the visual experience of people using parks, recreational facilities, and open space resources, resulting in a perceived barrier to use. Those parks and facilities closest to the project footprint and likely to be visually affected by project construction are Larry J. Marsalli Park, College Park, Guadalupe River Park, Guadalupe River Trail, Fuller Park, Highway 87 Bikeway North, Tamien Park (Phase II Planned), Three Creeks Trail (Planned), Communications Hill Trail, Coyote Creek Parkway, Fisher Creek Trail (Planned), Tulare Hill, and Villa Mira Monte. Additionally, parks and open space areas in the vicinity of the proposed tunnel portals—the San Luis Reservoir Wildlife Management Area and the San Luis Reservoir State Recreation Area—would be affected during construction.

As described in Section 3.16, construction activities under all four project alternatives would degrade visual resources and result in direct impacts where sensitive viewers are present. During the construction period (approximately 7 years, but 1.5 years in any given location), heavy equipment and associated vehicles such as cranes, dozers, graders, scrapers, and trucks would be introduced into the viewshed. Dust, material stockpiles, and other visual signs of construction would also be present and visible to nearby viewers. Depending on location, viewers could see staging areas, worker parking, and equipment and materials storage areas, all of which would add industrial-looking elements into the landscape. These visual elements could also be located within the TCEs that are set up within parks, recreation, and open space resources.

Visual changes resulting from introducing construction activities and equipment into the viewsheds of all user groups would be temporary. The project would develop and implement a construction management plan that includes visual protection measures (e.g., screening techniques) designed to minimize impacts on residents and businesses (SOCIO-IAMF#1). It is not feasible to screen some large-scale activities, such as construction of viaducts and tunnel portals, from viewers. As such, visual quality would be affected in some areas for the duration of construction, restoration, and revegetation. However, activity at the tunnel portals would be screened and would occur in areas not used or accessible by the public.

As discussed in Section 3.16, even with implementation of visual protection measures, impacts on aesthetics and visual quality would result from construction activities. The disruption of views from parks closest to project construction areas would alter the user experience. The views of park and trail users would be temporarily affected; however, their use tends to be intermittent and of short duration. For trail users in particular, views of construction activities would be temporary because users would move through the construction area rather than spending extended periods with construction activities in view (and activities would last approximately 1.5 years at any given location). Moreover, the parks closest to the project footprint and likely to be visually affected by project construction are within the San Jose Diridon Station Approach Subsection, which is generally an urbanized and, in some locations, industrial area. Portions of Guadalupe River Park provide more open views; however, this resource consists of 120 acres of linked park and recreational facilities, and only a small portion of this resource would be near construction activities. In general, project features would minimize impacts on park, recreational facility, and open space user experiences because resource use is generally of short duration and is not precluded by temporary visual change.

CEQA Conclusion

The impact under CEQA would be less than significant for all four project alternatives because temporary visual changes from construction of the project alternatives, such as the visibility of construction activities and equipment, would not prevent users from participating in activities regularly undertaken at these resources. While implementing the screening techniques would not block some large-scale activities from viewers, views of the activities and equipment would not prevent the use of parks, recreational facilities, and open space resources, nor would they permanently affect the perceived ability to access and use such resources. Therefore, the impact of temporary visual changes would be less than significant.

Impact PK#4: Permanent Changes Affecting Access to or Circulation in Parks, Recreational Facilities, and Open Space Resources

Although construction of the project would result in temporary impacts on access, as discussed in Impact PK#2, access and circulation would be restored on completion of construction activities. Permanent changes affecting access or circulation to resources would occur at Highway 87 Bikeway under all four alternatives, and at Coyote Creek Trail under Alternatives 1, 2, and 3. At Highway 87 Bikeway, the trail would be permanently realigned in order to maintain access and use. Under Alternatives 1, 2, and 3, near the Tamien Caltrain Station, the bikeway would be shifted slightly to the west at a few locations to avoid the new columns required to support the viaduct, the new tracks, retaining wall, and bridge reconstruction (PK-IAMF#1). Under Alternative 4, permanent realignment to the west would be required at Almaden Expressway due to track shifts (PK-IAMF#1).

Coyote Creek Trail would be realigned under Alternatives 1 and 3 prior to construction along some sections between Forsum Road and Metcalf Road, while the trail would be replaced under Alternative 2 with a multiuse shared path between Forsum Road and Metcalf Road. This would allow the entire trail to remain usable during project construction and operations. Access to Fisher Creek Trail (Planned) from Monterey Road would also be affected if Fisher Creek Trail is completed prior to the initiation of construction of the HSR in the vicinity. The trail would be redesigned prior to project construction and implementation, avoiding an impact (PK-IAMF#1). If Fisher Creek Trail is constructed prior to HSR construction in the vicinity, it would be realigned, as discussed in Impact PK#2.

Permanent access at Volta Wildlife Area and Los Banos Wildlife Area could also be affected by permanent road closures along Henry Miller Road at Volta Road, Johnson Road, Nantes Road, Santa Fe Grande, and Baker Road. However, all project alternatives include new road crossings along Henry Miller Road at Ingomar Grade Road, Badger Flat Road, SR 165/Mercury Spring Road, and Delta Road. These new road crossings would maintain access to Volta Wildlife Area and Los Banos Wildlife Area during operation of all project alternatives.

CEQA Conclusion

The impact under CEQA would be less than significant for all project alternatives at Volta Wildlife Area and Los Banos Wildlife Area because the project includes new road crossings near the resources, avoiding permanent changes in access.

The impact under CEQA would be significant for all project alternatives because there would be permanent changes in access to or circulation at Highway 87 Bikeway, Coyote Creek Trail, and Fisher Creek Trail that would prevent the use of the resources if not realigned. Although project features would require safe and attractive access to parks, the project would create permanent changes in access to or circulation in recreational resources. Mitigation measures to address this impact are identified in Section 3.15.9, CEQA Significance Conclusions. Section 3.15.7, Mitigation Measures, describes these measures in detail.

Impact PK#5: Permanent Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of Parks, Recreation, and Open Space Resources

Users of parks, recreational facilities, and open space areas participate in active and passive recreational uses such as organized sporting events, outdoor leisure activities, hiking, cycling, and cultural events. While use of the resources described in this section would not be changed by project-related visual changes, the user experience could be affected by the presence of project infrastructure that would be highly visible from these resources. For example, project elements under Alternatives 1 and 3 would be constructed outside the existing rail right-of-way—specifically on viaduct structure throughout the Monterey Corridor Subsection under both alternatives, and the viaduct to downtown Gilroy under Alternative 1 and the viaduct to east Gilroy under Alternative 3 in the Morgan Hill and Gilroy Subsection—thus introducing new visible infrastructure that would permanently alter views of and from existing parks, trails, and open space resources. Other such project components that would affect recreational viewers' experience are the tunnel portal in the Pacheco Pass Subsection and the Henry Miller Road embankment.

Even within existing rail right-of-way, Alternatives 1, 2, and 3 would entail placing HSR track on aerial viaduct or embankment, varying in height from approximately 15 to 85 feet, that could visually disrupt recreational viewers' line of sight. In particular, Alternatives 1 and 3 would entail more than 40 miles of viaduct structure in the Santa Clara County portion of the RSA that would be visible to recreational viewers using any of the parks, recreational facilities, or open space resources identified through this analysis. While Alternative 2 would consist mostly of an approximately 15-foot embankment and would therefore be less visually intrusive, it would still be visible from many of the resources in the RSA. Construction of aerial structures under Alternative 2, which would rise to heights of more than 60 feet above grade to pass over roads and highways, would also result in permanent visual changes throughout other portions of the alignment. While these structures would be shielded from view from some parks and recreational resources that are located farther from the right-of-way, they would be highly visible to nearby park users and recreationalists. Alternative 4 would consist of mostly at-grade track, with short areas of either aerial track or track on embankment, between San Jose and Gilroy. Alternative 4 would be the least visually intrusive of the project alternatives, as it includes the most at-grade track.

As shown in Table 3.15-2, which lists the types of activities that occur within each park, recreational facility, and open space area, many activities in the bulk of the resources are inwardly rather than outwardly focused. For example, sports activities, dog-related activities, barbecuing and picnicking, and use of playground equipment are not activities dependent on a visually serene, unobstructed natural environment. On the other hand, recreationists would likely pursue some activities—such as hiking, biking, and wildlife viewing—with some expectation of doing so in a more natural environment. For these latter resources, while the visual experience of the users would be altered, the project would not go so far as to create a barrier or perceived barrier to use of such resources.

Further, most of the resources in the RSA exist in a developed context, in many instances with a visual environment characterized by substantial transportation infrastructure. Because existing and planned trails are in proximity to a major transportation corridor, the addition of HSR to the nearby environment would not constitute a substantial qualitative change in the character of the user experience. Project features would include visually integrating structures into communities and reducing the intrusiveness of large, elevated structures (AVR-IAMF#1), and would require the Authority to consult with local jurisdictions to develop contextually appropriate aesthetic solutions for non-station structures (AVR-IAMF#2). Additionally, many of these resources are located in urban or industrial areas, and others would be protected from obtrusive views of the project by existing mature trees or intervening structures. Accordingly, the project would not result in a substantial qualitative change in the user experience that would create a barrier to use. Permanent project-related visual changes that would affect users of the resources in the RSA are shown in Table 3.15-6.

Table 3.15-6 Permanent Visual Impacts on Access or Use of Parks, Recreational Facilities, and Open Space Resources

Resource	Setting	Proposed HSR Structure and Distance ¹ from Resource			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
San Jose Diridon Station Approach Subsection					
Reed Street Dog Park	Urban/ industrial	At-grade 60 ft south	Aerial structure 25 ft south	Aerial structure 25 ft south	At-grade 60 ft south
Larry J. Marsalli Park	Urban/ residential	At-grade 335 ft north	40-ft aerial structure 400 ft north	40-ft aerial structure 400 ft north	At-grade 335 ft north

Resource	Setting	Proposed HSR Structure and Distance ¹ from Resource			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
Newhall Park	Urban/ residential	At-grade 255 ft north	60-ft aerial structure 325 ft north	60-ft aerial structure 325 ft north	At-grade 255 ft north
College Park	Urban/ residential	At-grade 595 ft north	60-ft aerial structure 660 ft north	60-ft aerial structure 660 ft north	At-grade 575 ft north
Guadalupe River Park	Urban	70-ft aerial structure 480 ft west	60-ft aerial structure 480 ft west	60-ft aerial structure 480 ft west	64-ft aerial structure 420 ft west and at-grade 590 ft west
Guadalupe River Trail	Urban	70-ft aerial structure 555 ft west	60-ft aerial structure 550 ft west	60-ft aerial structure 560 ft west	At-grade 1,572 ft west
Theodore Lenzen Park	Urban/ industrial	70-ft aerial structure 995 ft northeast	60-ft aerial structure 995 ft northeast	60-ft aerial structure 995 ft northeast	At-grade 520 ft northeast
Cahill Park	Urban/ residential	70-ft aerial structure 300 ft east	60-ft aerial structure 300 ft east	60-ft aerial structure 300 ft east	At-grade 325 feet east
Los Gatos Creek Trail	Urban	70-ft aerial structure overhead	60-ft aerial structure overhead	60-ft aerial structure overhead	35-ft aerial structure overhead
Community Park (planned)	Urban	70-ft aerial structure 215 ft east	60-ft aerial structure 215 ft east	60-ft aerial structure 215 ft east	At-grade 305 feet east
Discovery Dog Park	Urban	70-ft aerial structure 1,570 ft west	60-ft aerial structure 1,570 ft west	60-ft aerial structure 1,570 ft west	At-grade 1,630 ft west
Biebrach Park	Urban/ residential	70-ft aerial structure 980 ft north, northeast, east	60-ft aerial structure 980 ft north, northeast, east	60-ft aerial structure 980 ft north, northeast, east	At-grade 350 ft south, southwest
Fuller Park	Urban/ residential	70-ft aerial structure 510 ft east	60-ft aerial structure 510 ft east	60-ft aerial structure 510 ft east	At-grade and embankment 50 ft north
Palm Haven Plaza	Urban/ residential	70-ft aerial structure 2,715 ft northeast	60-ft aerial structure 2,715 ft northeast	60-ft aerial structure 2,715 ft northeast	At-grade 1,360 ft northeast
Hummingbird Park	Urban/ residential	70-ft aerial structure 2,700 ft northeast	60-ft aerial structure 2,700 ft northeast	60-ft aerial structure 2,700 ft northeast	At-grade 1,365 ft northeast

Resource	Setting	Proposed HSR Structure and Distance ¹ from Resource			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
Highway 87 Bikeway North	Urban	70-ft aerial structure adjacent east, west	70-ft aerial structure adjacent east, west	70-ft aerial structure adjacent east, west	At-grade adjacent, west
Jesse Frey Community Garden	Urban	70-ft aerial structure 700 ft east-northeast	60-ft aerial structure 700 ft east-northeast	60-ft aerial structure 700 ft east-northeast	At-grade 730 ft east-northeast
Tamien Park	Urban/residential	58-ft aerial structure adjacent, west	58-ft aerial structure adjacent, west	58-ft aerial structure adjacent, west	At-grade adjacent, west
Monterey Corridor Subsection					
Three Creeks Trail (Planned)	Urban	70-ft aerial structure directly overhead	60-ft aerial structure directly overhead	60-ft aerial structure directly overhead	At-grade adjacent, east, west
Communications Hill Trail	Urban/ residential	At-grade and embankment adjacent, north, south	At-grade and embankment adjacent, north, south	At-grade and embankment adjacent, north, south	At-grade adjacent, north, south
Danna Rock Park	Urban/ residential	Aerial structure 670 ft southwest	Embankment 720 ft southwest	Aerial structure 670 ft southwest	At-grade 795 ft southwest
Edenvale Gardens Regional Park	Urban/ residential	Aerial structure 180 ft northeast	Embankment 130 ft northeast	Aerial structure 180 ft northeast	At-grade 55 ft northeast
Ramac Park	Urban/ industrial	Aerial structure 625 ft northeast	Embankment 580 ft northeast	Aerial structure 630 ft northeast	At-grade 485 ft northeast
Silver Leaf Park	Urban/ residential	Aerial structure 700 ft southwest	Embankment 740 ft southwest	Aerial structure 700 ft southwest	At-grade 810 ft southwest
Metcalf Park	Urban/ residential	Aerial structure 430 ft southwest	At-grade 450 ft southwest	Aerial structure 430 ft southwest	At-grade 525 ft southwest
Coyote Creek Parkway and Trail	Urban/ rural	Aerial structure 25 ft southwest	At-grade and embankment 45 feet southwest	Aerial structure 25 ft southwest	At-grade and embankment 120 feet southwest

Resource	Setting	Proposed HSR Structure and Distance ¹ from Resource			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
Morgan Hill and Gilroy Subsection					
Anderson Lake County Park	Rural/ residential	Aerial structure 415 ft northeast	N/A	Aerial structure 415 ft northeast	N/A
Fisher Creek Trail (Planned)	Rural	Aerial structure 165 ft northeast	Embankment 85 ft northeast	Aerial structure 165 ft northeast	Embankment 15 ft northeast
Tulare Hill	Urban/ rural	Aerial structure 620 ft northeast	Embankment 540 ft northeast	Aerial structure 620 ft northeast	At-grade 475 ft northeast
Field Sports Park	Rural	N/A	N/A	N/A	N/A
Sanchez Park	Urban/ rural	N/A	Embankment 350 ft northeast	N/A	Embankment 260 ft northeast
Morgan Hill Outdoor Sports Center/Aquatics Center	Rural	Aerial structure 790 ft west	N/A	Aerial structure 790 ft west	N/A
Villa Mira Monte	Urban/ residential	N/A	Embankment 95.89 ft northeast	N/A	At-grade 14.62 ft northeast
Morgan Hill Community and Cultural Center	Urban/ residential	N/A	Embankment 240 ft northeast	N/A	At-grade 160 ft northeast
San Ysidro Park	Urban/ residential	Aerial structure 1,500 ft west	Embankment 1,500 ft west	N/A	At-grade 1,590 ft west
Wheeler Tot Lot	Urban/ residential	Aerial structure 1,140 ft east	Embankment 1,140 ft east	N/A	At-grade 1,650 ft east
Forest Street Park	Urban/ residential	Aerial structure 530 ft west	Embankment 530 ft west	N/A	At-grade 620 ft west
Butcher Park	Urban	Aerial structure 1,880 ft west	Embankment 1,880 ft west	N/A	At-grade 1,960 ft west
Gilroy Sports Park	Rural	Trench 1,030 ft east	Trench 1,030 ft east	N/A	At-grade 910 ft east

Resource	Setting	Proposed HSR Structure and Distance ¹ from Resource			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
Pacheco Pass Subsection					
San Luis Reservoir Wildlife Management Area	Rural	Tunnel 775 ft northwest	Tunnel 775 ft northwest	Tunnel 775 ft northwest	Tunnel 775 ft northwest
San Luis Reservoir State Recreation Area	Rural	Tunnel 540 ft northwest	Tunnel 540 ft northwest	Tunnel 540 ft northwest	Tunnel 540 ft northwest
Cottonwood Creek Wildlife Area	Rural	Tunnel directly underground	Tunnel directly underground	Tunnel directly underground	Tunnel directly underground
San Joaquin Valley Subsection					
Volta Wildlife Area	Rural	Aerial structure 70 ft south	Aerial structure 70 ft south	Aerial structure 70 ft south	Aerial structure 70 ft south
Los Banos Wildlife Area	Rural	Aerial structure 80 ft south	Aerial structure 80 ft south	Aerial structure 80 ft south	Aerial structure 80 ft south

¹ Distances are approximate estimates derived from measurements to guideway centerline .

N/A signifies that the resource is outside the range considered subject to visual impacts.

ft = feet/foot

N/A = not applicable

CEQA Conclusion

The impact would be less than significant under CEQA because visual changes from project construction near these park, recreation, and open space areas would not create an actual or perceived barrier to use even though the user experience at certain resources would be substantially altered. The project design would visually integrate structures into communities and reduce the intrusiveness of large, elevated structures (AVR-IAMF#1). The Authority would consult with local jurisdictions to develop contextually appropriate aesthetic solutions for non-station structures (AVR-IAMF#2). Additionally, many of these resources are located in urban or industrial areas; others would be protected from obtrusive views of the project by existing mature trees or intervening structures. Although viaduct or embankment structures under Alternatives 1, 2, and 3 or at-grade and embankment structures under Alternative 4 would be visually intrusive in some locations, the user experience would not be altered to the extent that an actual or perceived barrier to the use of parks, recreation, or open space resources would result from project operations.

Impact PK#6: Permanent Acquisition of Parks, Recreation, and Open Space Resources

Construction of all four project alternatives would result in the permanent acquisition of parks, recreation, and open space resources. For the purpose of this analysis, a significant impact would result if use of the resource would be precluded or would result in diminished capacity. The amount of parkland to be acquired at each resource is shown in Table 3.15-7. There would be no permanent acquisition of Fisher Creek Park because it would be redesigned and realigned prior to project construction, thereby avoiding a permanent impact.

Table 3.15-7 Permanent Parks, Recreation, and Open Space Acquisitions

ID #	Facility	Permanent Acquisition (acres or miles ¹ /percent)			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
San Jose Diridon Station Approach					
1	Reed Street Dog Park 1.5 acres	N/A	0.18 acre (12%)	0.18 acre (12%)	N/A
6	Guadalupe River Trail 9 miles	0.8 acre/ 0.17 mile (1.89%)	0.8 acre/ 0.17 mile (1.89%)	0.8 acre/ 0.17 mile (1.89%)	N/A
9	Los Gatos Creek Trail 9.7 miles	0.55 acre/ 0.02 mile (0.21%)	0.55 acre/ 0.02 mile (0.21%)	0.55 acre/ 0.02 mile (0.21%)	1.03 acres/ 0.13 mile (1.34%)
13	Fuller Park 1.14 acres	N/A	N/A	N/A	0.03 acre (2.6%)
16	Highway 87 Bikeway North 2.72 miles	3.48 acres/ 1.5 miles (55.1%)	3.48 acres/ 1.5 miles (55.1%)	3.48 acres/ 1.5 miles (55.1%)	0.76 acre ² / 1.5 miles (55.1%)
18	Tamien Park (Phase II Planned) 3.5 acres	0.22 acre (6.3%)	0.22 acre (6.3%)	0.22 acre (6.3%)	N/A
Monterey Corridor					
19	Three Creeks Trail (Planned) 0.9 mile	0.14 acre/ 0.03 mile (3.3%)	0.14 acre/ 0.03 mile (3.3%)	0.14 acre/ 0.03 mile (3.3%)	0.54 acre/ 0.13 mile (14.4%)
Morgan Hill and Gilroy					
26	Coyote Creek Parkway 1,414 acres	2.42 acres (0.17%)	3.34 acres (0.24%)	2.42 acres (0.17%)	0.31 acre (0.02%)
27	Coyote Creek Trail 19.7 miles	1.03 acres/ 0.41 mile (2.08%)	1.2 acres/ 0.37 mile (1.87%)	1.03 acres/ 0.41 mile (2.08%)	N/A
36	Morgan Hill Community and Cultural Center 8.67 acres	N/A	1.31 acres (15.1%)	N/A	N/A

Sources: Authority 2019a, CPAD 2016

¹ Percentages for trail impacts are calculated from miles affected.

² While the width of the acquisition for Alternative 4 is narrower than that of the other Alternatives, the trail is similarly affected with regard to its use for bicycles; therefore, 55.1% of the trail would be affected.

N/A = not applicable

As shown in Table 3.15-7 and illustrated on Figure 3.15-9 through Figure 3.15-36, construction of the project would necessitate the acquisition of portions of four trails, one park, a planned park expansion, a bikeway, a parkway, a dog park, and a cultural center. While project construction would result in the permanent acquisitions of parks, recreational facilities, and open space areas under all four project alternatives, these acquisitions generally would be relatively small and on the exterior edges of the resources. In particular, for Guadalupe River Trail, Los Gatos Creek Trail, Fuller Park, Three Creeks Trail (under Alternatives 1 through 3), Coyote Creek Parkway, and Coyote Creek Trail (under Alternatives 1 through 3), less than 10 percent of each trail would be permanently acquired, and the capacity for use of these resources would not be diminished.

As shown in Table 3.15-7, permanent acquisitions of portions of Reed Street Dog Park under Alternatives 2 and 3 (12 percent), Highway 87 Bikeway North under all four project alternatives (55 percent), Tamien Park (Phase II Planned) under Alternatives 1, 2, and 3 (6.3 percent), Three Creeks Trail (Planned) under Alternative 4 (14 percent), and Morgan Hill Community and Cultural Center under Alternative 2 (15 percent) would require 10 percent or more of the total acreage of each of these resources, or impinge on primary activities. Impacts on each specific resource is discussed in the following paragraphs.

The acquisition of 0.18 acre (12 percent) of land at Reed Street Dog Park under Alternatives 2 and 3 would consist of land from its southern and western edges, as shown on Figure 3.15-9. This land would be used to construct and operate the viaduct to Scott Boulevard. The affected portion of the parkland is currently vegetated and open space and does not contain any recreational facilities or include any of the open space used by dogs for the dog park facility. Alternatives 2 and 3 would leave most of the park intact and contiguous for continued use during operations. In addition, the eastern triangle of park would still be accessible and usable during operations because it is connected and adjacent to the parking lot. Therefore, this permanent acquisition would not change the use of this park, nor diminish its capacity.

At Guadalupe River Trail, Alternatives 1, 2, and 3 would require permanent acquisition of 0.8 acre/0.17 mile (1.89 percent of the total trail area). This land would be acquired from the western portion of the trail (east side of SR 87) and would be used to construct the HSR aerial structure, which would cross over West Virginia Street and Guadalupe River Trail, then over the Caltrain rail bridge, the Guadalupe River, and Willow Street (Figure 3.15-10). Project features (PK-IAMF#1) would maintain access to park and recreation facilities because the contractor would prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on trails and recreation facilities, such as providing safe and attractive access for existing travel modes (e.g., motorists, bicyclists, pedestrians) to existing trails. Therefore, this permanent acquisition would not change the use of this park, nor diminish its capacity.

At Los Gatos Creek Trail, 0.55 acre/0.02 mile (0.21 percent of the total trail area) would be permanently acquired from the trail under Alternatives 1, 2, and 3. Alternative 4 would require permanent acquisition of 1.03 acres/0.13 mile (1.34 percent of the total trail area) from the trail. The area of the trail affected is between South Montgomery Street and just south of San Carlos Street, as illustrated on Figure 3.15-11 and Figure 3.15-12. The HSR viaduct would cross over Los Gatos Creek and San Carlos Street at this location, and one of the two footings near the trail would partially stand within Los Gatos Creek Trail. The permanent acquisition would be needed for the new aerial HSR right-of-way, which would cross over Los Gatos Creek Trail. Project features (PK-IAMF#1) would maintain access to park and recreation facilities because the contractor would prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on trails and recreation facilities, such as providing safe and attractive access for existing travel modes (e.g., motorists, bicyclists, pedestrians) to existing trails. Therefore, this permanent acquisition would not change the use of this park, nor diminish its capacity.

At Fuller Park, 0.03 acre (2.6 percent of the total park area) would be permanently acquired under Alternative 4. In the portion of the park to the west of Delmas Avenue, 0.02 acre would be used for a train control site, as illustrated on Figure 3.15-13. The affected portion of the park is currently used as a train control site for UPRR operations and contains the train control site and an unpaved access road from Fuller Avenue. This existing site would be shifted approximately 20 feet west, and a new access road from Fuller Avenue would be provided. This portion of this park does not contain any recreational facilities and is already used for train operations, avoiding a change in the use of the park. In the portion of the park to the east of Delmas Avenue, 0.01 acre would be incorporated into the HSR right-of-way. These areas are on the northeastern edge of the park, directly adjacent to the existing right-of-way. This portion of this park does not contain any recreational facilities. Alternative 4 would leave most of the park intact and contiguous for continued use during construction and operations. Therefore, this permanent acquisition would not change the use of this park, nor diminish its capacity.

At Highway 87 Bikeway North, a portion or 55 percent of the length (3.48 acres/1.5 miles under Alternatives 1, 2, and 3; and 0.76 acre/1.5 miles under Alternative 4) of the trail alignment would be acquired at its intersection with SR 87 and at its planned intersection with Monterey Road, as illustrated on Figure 3.15-14 through 3.15-17. Under Alternative 4, the width of the acquisition would be narrow; however, the use of the bikeway would be similarly affected under all four alternatives. The affected part of the trail is at the northern terminus of Highway 87 Bikeway North. This permanent acquisition would require that the trail be permanently realigned in order to maintain access and use. Under Alternatives 1, 2, and 3, near the Tamien Caltrain Station, the bikeway would be shifted slightly to the west at a few locations to avoid the new columns required to support the viaduct, the new tracks, retaining wall, and bridge reconstruction. Under Alternative 4, permanent realignment to the west would be required at Almaden Expressway due to track shifts. The project includes project features to maintain access to trails because the contractor would prepare and submit to the Authority a technical memorandum that identifies project design features to be implemented to minimize impacts on trails, such as providing safe and attractive access for existing travel modes (e.g., bicyclists) to trails (PK-IAMF#1). Upon approval by the Authority, the contractor would implement the project design features identified in the technical memorandum. The project design features would be incorporated into the design specifications and would be a pre-condition requirement. However, even with these project features, the use and ease of accessing Highway 87 Bikeway North would change. The ability to provide a connection or continuation of the bikeway in this corridor is constrained by existing infrastructure.

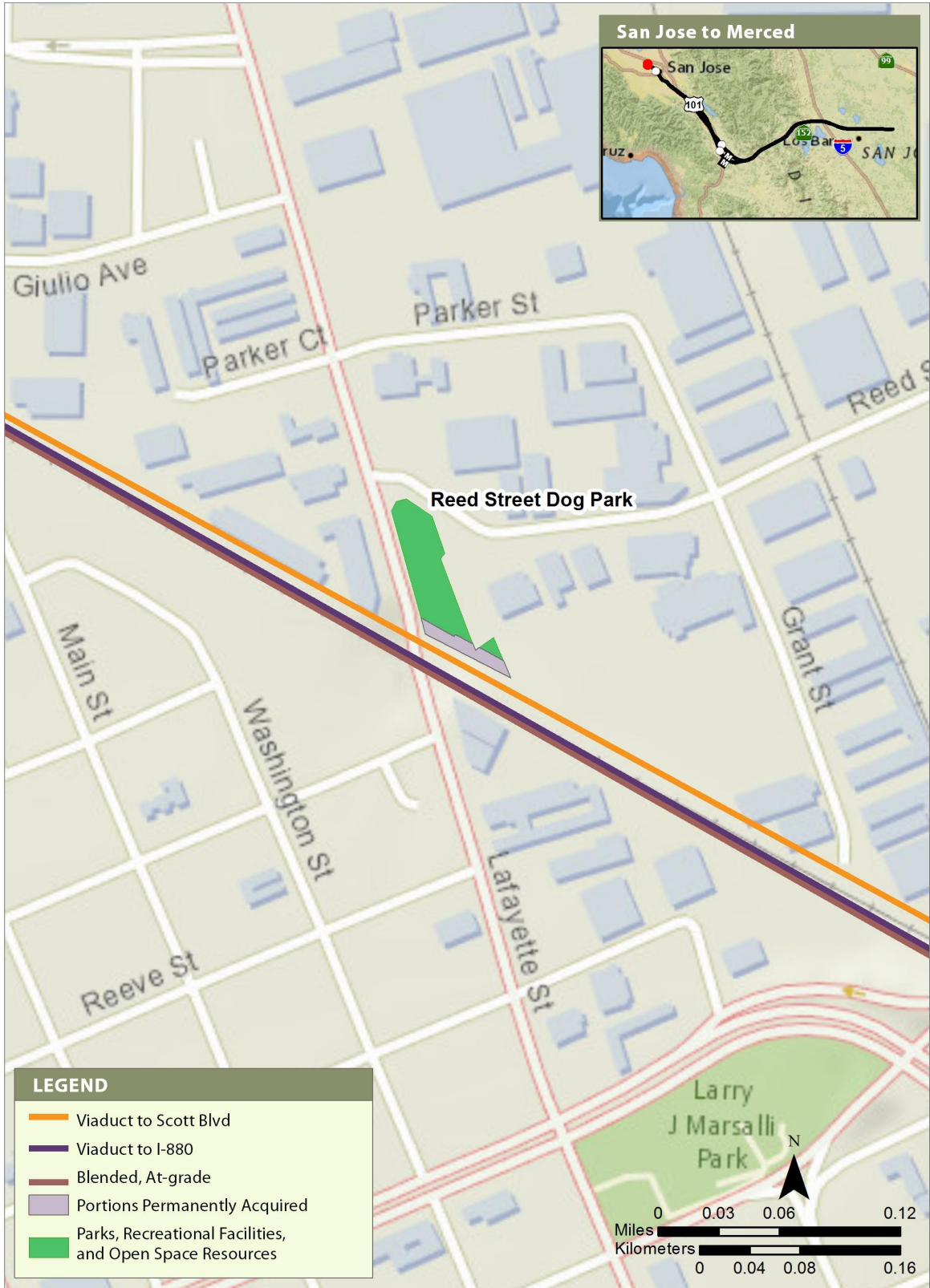
At Tamien Park, 0.22 acre (6.3 percent of the total park area) would be permanently acquired under Alternatives 1, 2, and 3. In the portion of the planned expansion of this park to the west of the Caltrain ROW, 0.22 acre would be used for a straddle bent, as illustrated on Figure 3.15-18. The affected portion of the planned park is currently undeveloped and would be developed with a multi-use soccer field in the coming year. The planned multi-use soccer field is west of a planned outdoor gym. The planned regulation sized soccer field cannot be moved without compromising its utility. Under Alternatives 1, 2, and 3, the project would require a permanent acquisition of a portion of the planned soccer field. The planned area of expansion is on the edge of the park, directly adjacent to the existing right-of-way. Permanent acquisition of this 0.22 acre area would impede use of the planned soccer field, potentially rendering the field unusable for its intended purpose. Alternative 4 would require utility relocation along the west edge of the planned park, directly adjacent to the existing right-of-way. Alternative 4 would leave the planned park intact and contiguous for continued use during operation. Therefore, this permanent acquisition would not change the use of this park, nor diminish its capacity under Alternative 4.

At Three Creeks Trail, a portion (0.14 acre/0.03 mile under Alternatives 1, 2, and 3, and 0.54 acre/0.13 mile under Alternative 4) of the trail alignment would be acquired between Almaden Road and Highway 87, as illustrated on Figure 3.15-19 and Figure 3.15-20. Alternative 4 would require acquisition of the roadway between the two intersections while Alternatives 1, 2, and 3 would require acquisition at the roadway intersections. The project includes features to maintain access to trails. The contractor would prepare and submit to the Authority a technical memorandum that would identify project design features to be implemented to minimize impacts on trails, such as providing safe and attractive access for existing travel modes to trails (PK-IAMF#1). Upon approval by the Authority, the contractor would implement the project design features identified in the technical memorandum. The project design features would be incorporated into the design specifications as a pre-condition requirement, and continuous access to the Three Creeks Trail would be maintained during project operations. Therefore, this permanent acquisition would not change the use of this trail, nor diminish its capacity.

Coyote Creek Parkway and Trail would experience permanent acquisition under all alternatives. Alternatives 1 and 3 would result in the permanent acquisition of 2.42 acres of the parkway (0.17 percent of the total area of the parkway) and 1.03 acres/0.41 mile of the trail (2.08 percent of the total area of the trail). Alternative 2 would require the permanent acquisition of 3.34 acres of the parkway (0.24 percent of the total area of the parkway) and 1.2 acres/0.37 mile of the trail (1.87 percent of the total area of the trail). Alternative 4 would require permanent acquisition of 0.31 acre (0.02 percent of the total area of the parkway), but would not require permanent acquisition

of the trail. The affected parkland—south of Forsum Road, between Monterey Road and the lake within the parkway—is near the western edge of the park, as shown on Figure 3.15-21 through 3.15-34. The project alternatives would leave most of the park intact and contiguous for continued use of the park during construction and operation, because the areas of permanent acquisition would be around the edges and periphery of the parkway and would not affect any of the primary areas of the parkway that people use. In addition, the Coyote Creek Trail would be realigned under Alternatives 1 and 3 prior to construction along some sections between Forsum Road and Metcalf Road; the trail would be replaced under Alternative 2 with a multiuse shared path between Forsum Road and Metcalf Road. This would allow the entire trail to remain usable during project construction and operations. Therefore, this permanent acquisition would not change the use of this trail, nor diminish its capacity.

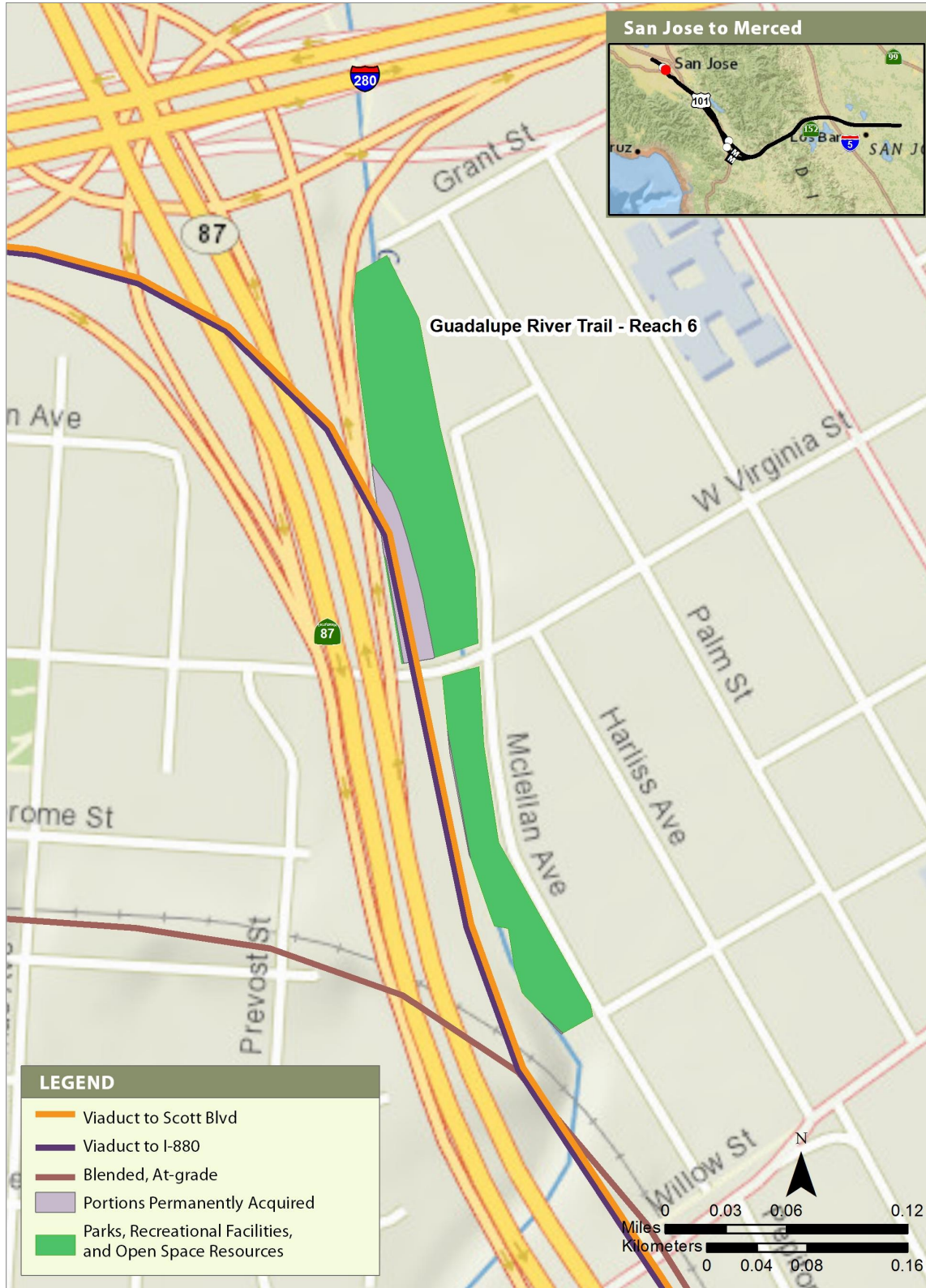
At the Morgan Hill Community and Cultural Center, a small portion of the parking lot adjacent to Depot Street and along West Dunne Avenue as well as some landscaped areas along West Dunne Avenue would be permanently acquired under Alternative 2 for roadway right-of-way, as shown on Figure 3.15-36. This land would be necessary to allow for the embankment along the east side of the UPRR, where the HSR and UPRR alignments would cross East/West Dunne Avenue, the southern street of the community center, on short bridges over the roadways, which would be lowered 17–30 feet below grade to maintain east-west connections. The land would be needed for roadway right-of-way to construct the bridge and reconstruct East/West Dunne Avenue. Alternative 2 would not affect the use of any of the buildings, rooms, or outdoor amphitheatres, allowing for continued use of these facilities during operations. Therefore, this permanent acquisition would not change the use of this park, nor diminish its capacity.



Sources: Authority 2019a; CPAD 2016

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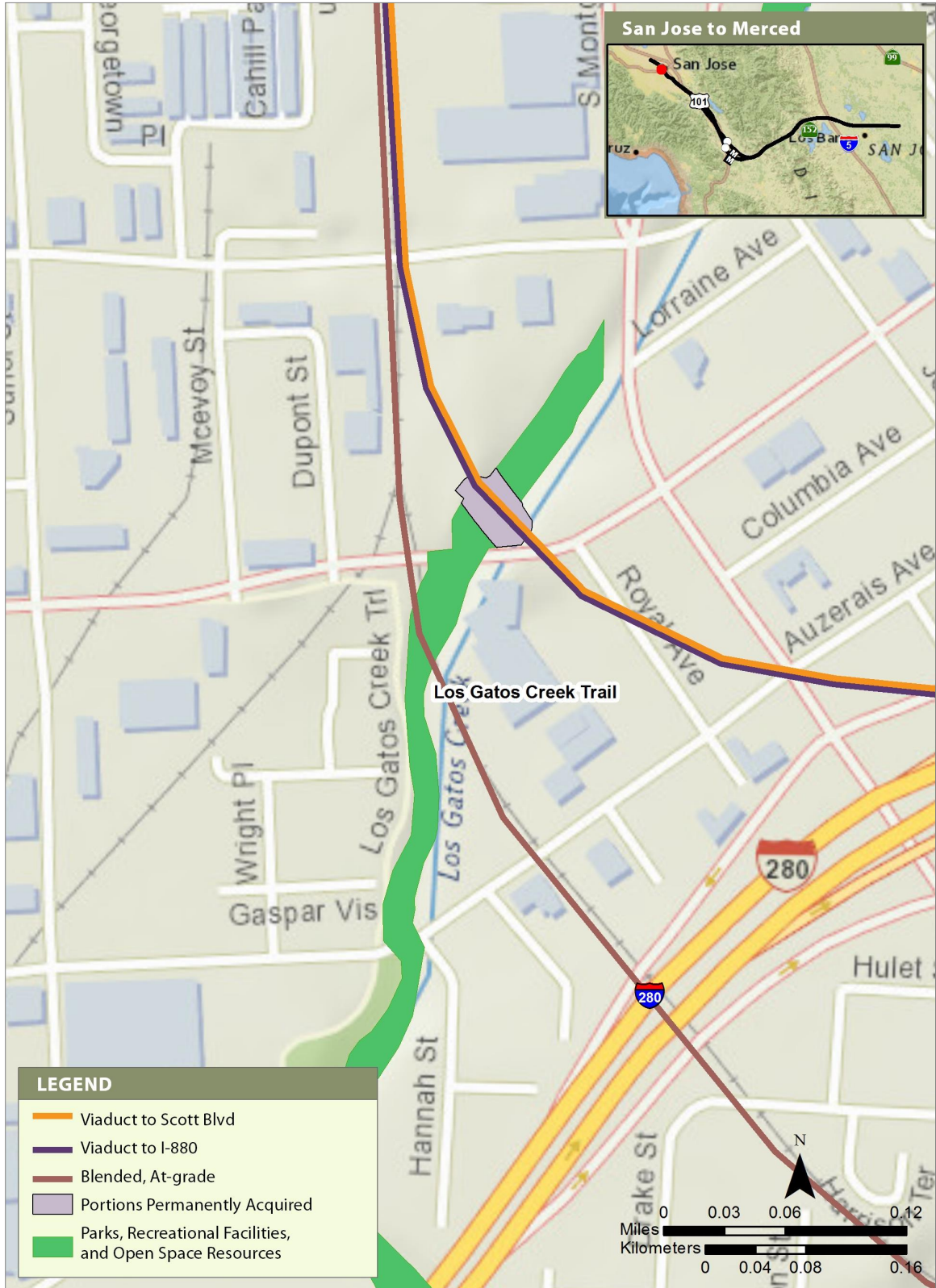
Figure 3.15-9 Permanent Acquisition at Reed Street Dog Park—Alternatives 2 and 3



Sources: Authority 2019a; CPAD 2016

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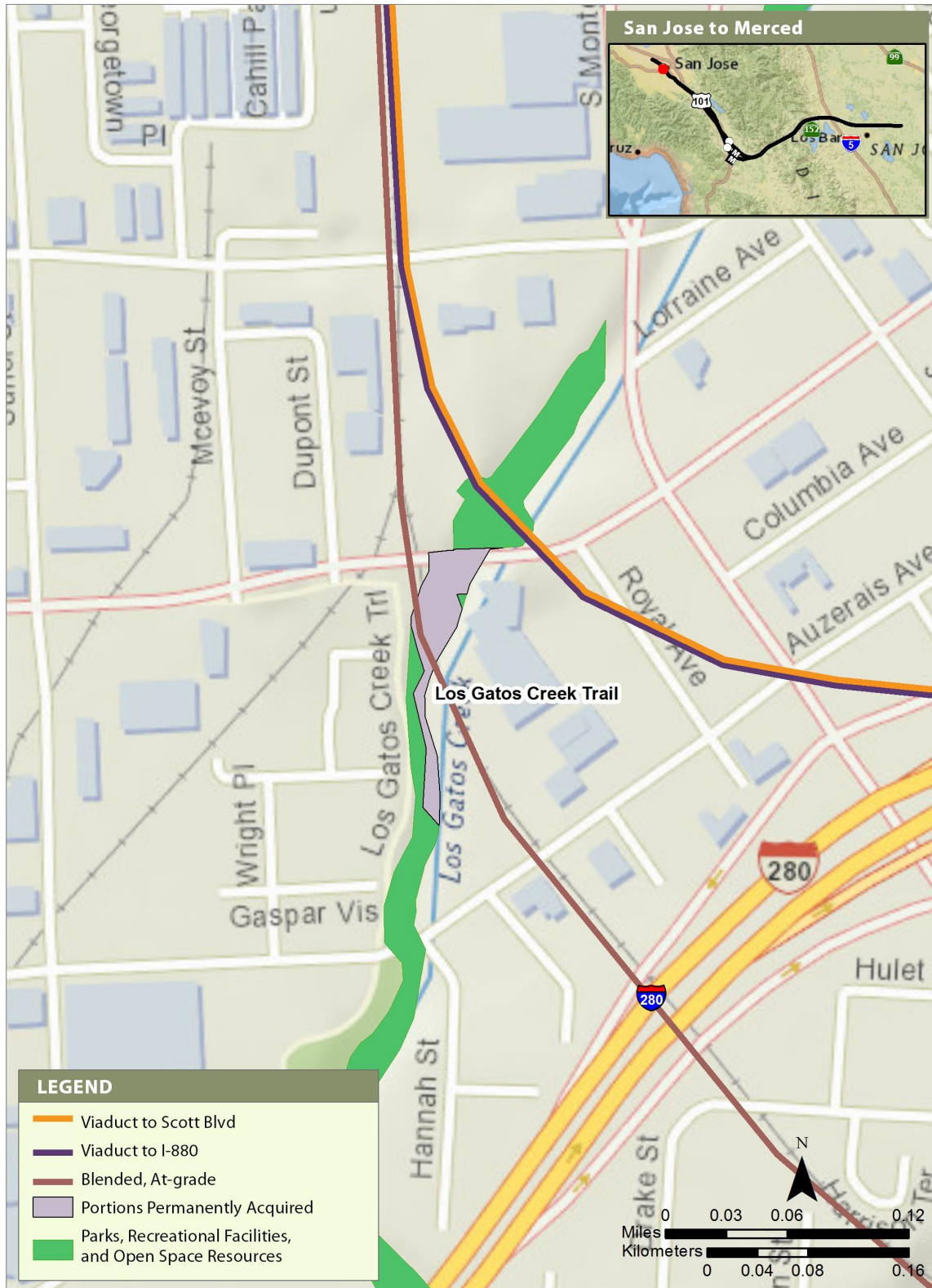
Figure 3.15-10 Permanent Acquisition at Guadalupe River Trail (Reach 6)—Alternatives 1, 2, and 3



Sources: Authority 2019a; CPAD 2016

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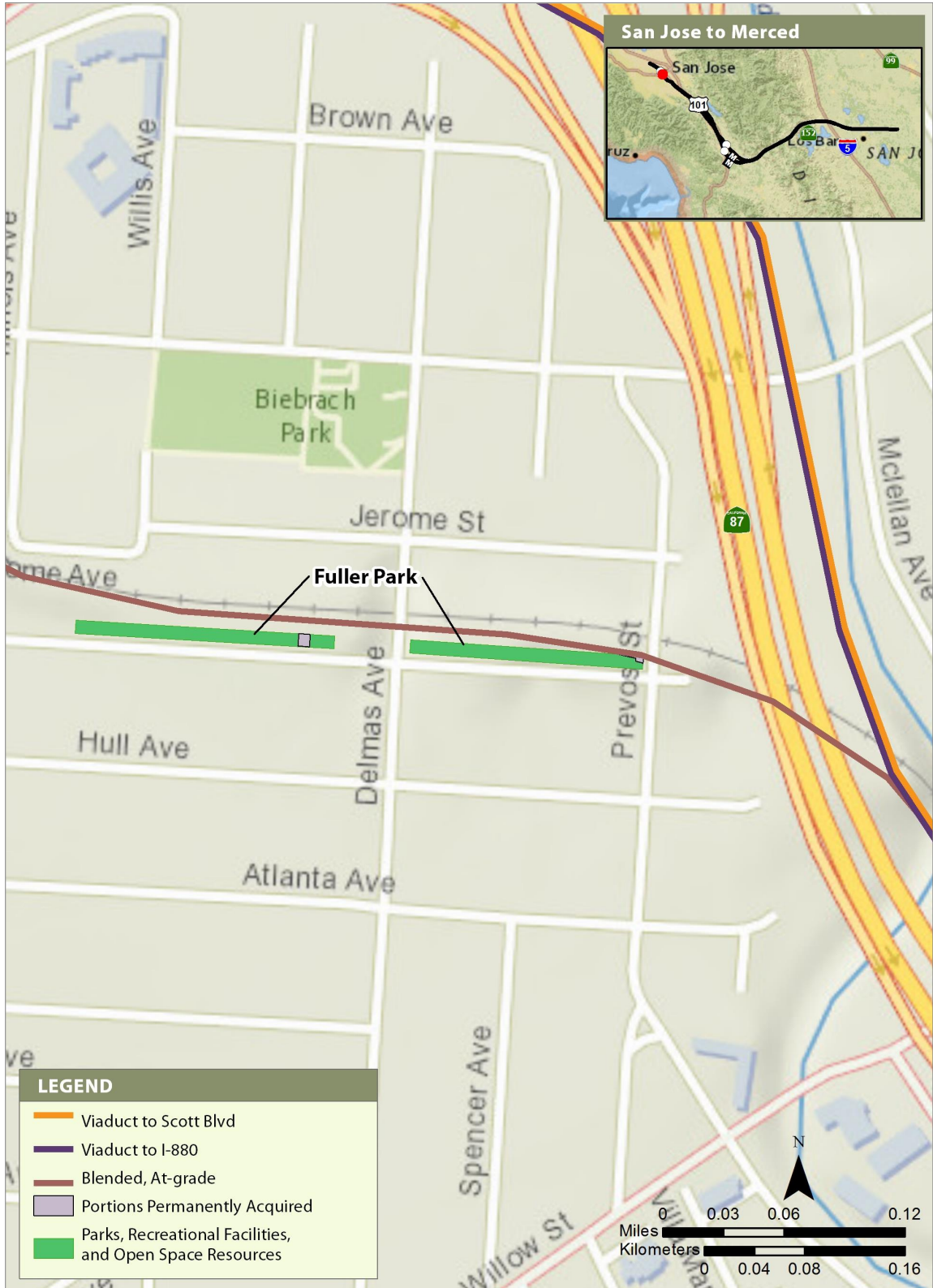
Figure 3.15-11 Permanent Acquisition at Los Gatos Creek Trail—Alternatives 1, 2, and 3



Source: Authority 2019a; CPAD 2016

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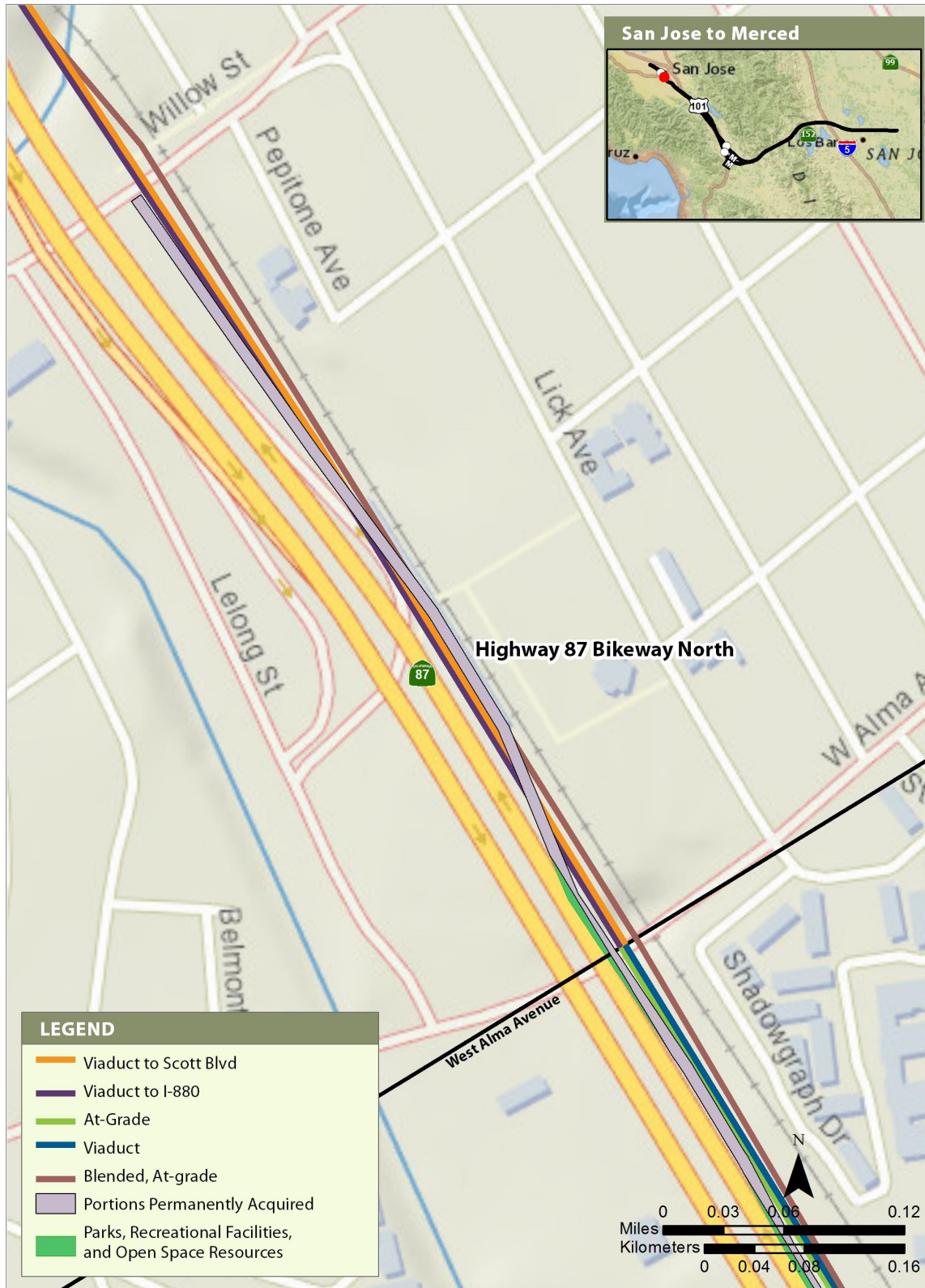
Figure 3.15-12 Permanent Acquisition at Los Gatos Creek Trail—Alternative 4



Source: Authority 2019a; CPAD 2016

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Figure 3.15-13 Permanent Acquisition at Fuller Park—Alternative 4



Sources: Authority 2019a; CPAD 2016

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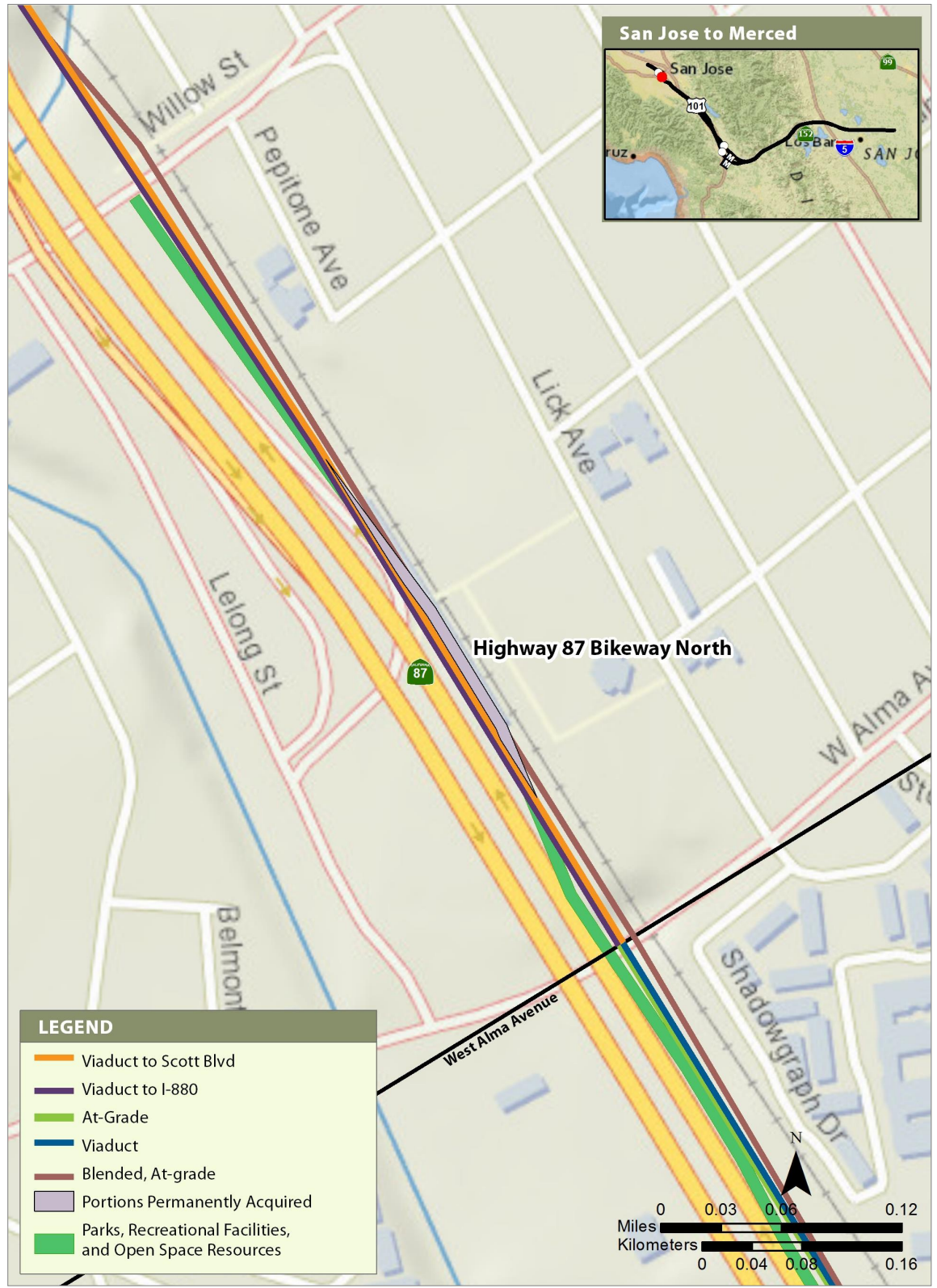
Figure 3.15-14 Permanent Acquisition of Highway 87 Bikeway North— Alternatives 1, 2, and 3 (north)



Sources: Authority 2019a; CPAD 2016

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Figure 3.15-15 Permanent Acquisition of Highway 87 Bikeway North— Alternatives 1, 2, and 3 (south)



Source: Authority 2019a; CPAD 2016

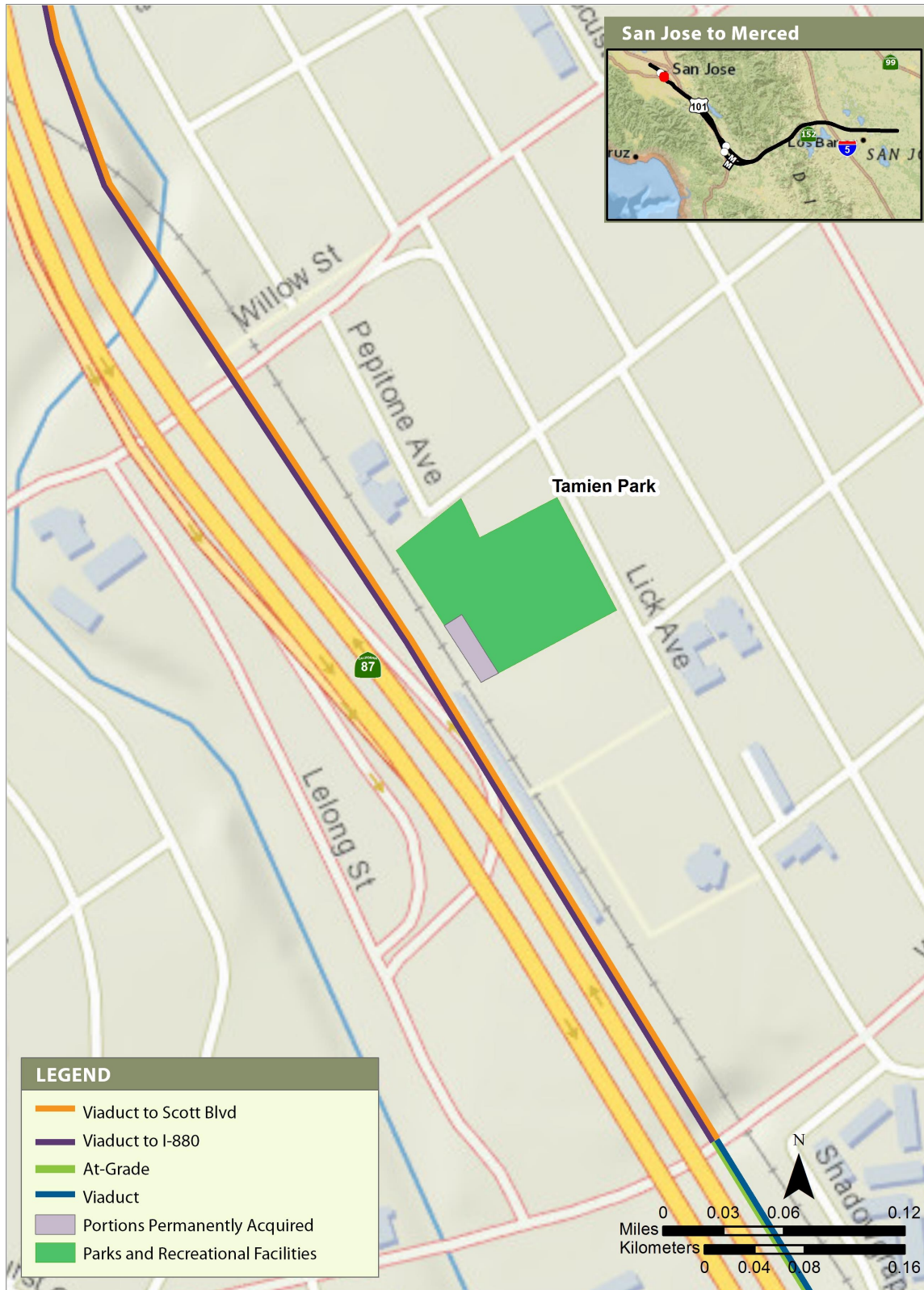
Figure 3.15-16 Permanent Acquisition of Highway 87 Bikeway North—Alternative 4 (north)



Source: Authority 2019a; CPAD 2016

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Figure 3.15-17 Permanent Acquisition of Highway 87 Bikeway North— Alternative 4 (south)



Source: Authority 2019a; CPAD 2016

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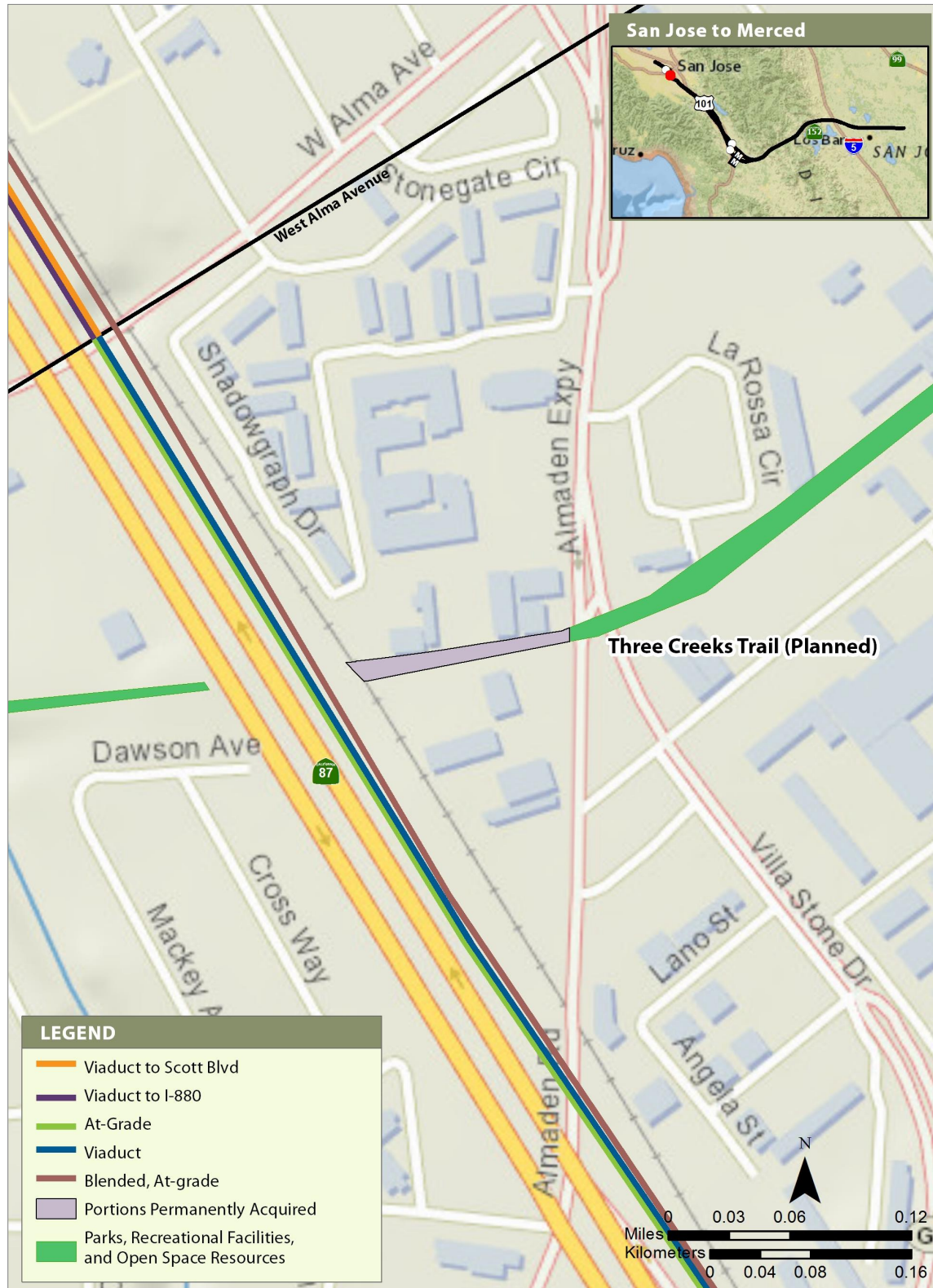
Figure 3.15-18 Permanent Acquisition at Tamien Park—Alternatives 1, 2, and 3



Sources: Authority 2019a; CPAD 2016

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Figure 3.15-19 Permanent Acquisition of Three Creeks Trail (Planned)— Alternatives 1, 2, and 3



Source: Authority 2019a; CPAD 2016

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Figure 3.15-20 Permanent Acquisition of Three Creeks Trail (Planned)—Alternative 4



Sources: Authority 2019a; CPAD 2016

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Figure 3.15-21 Permanent Acquisition of Coyote Creek Parkway— Alternatives 1 and 3 (part 1 of 4)



Sources: Authority 2019a; CPAD 2016

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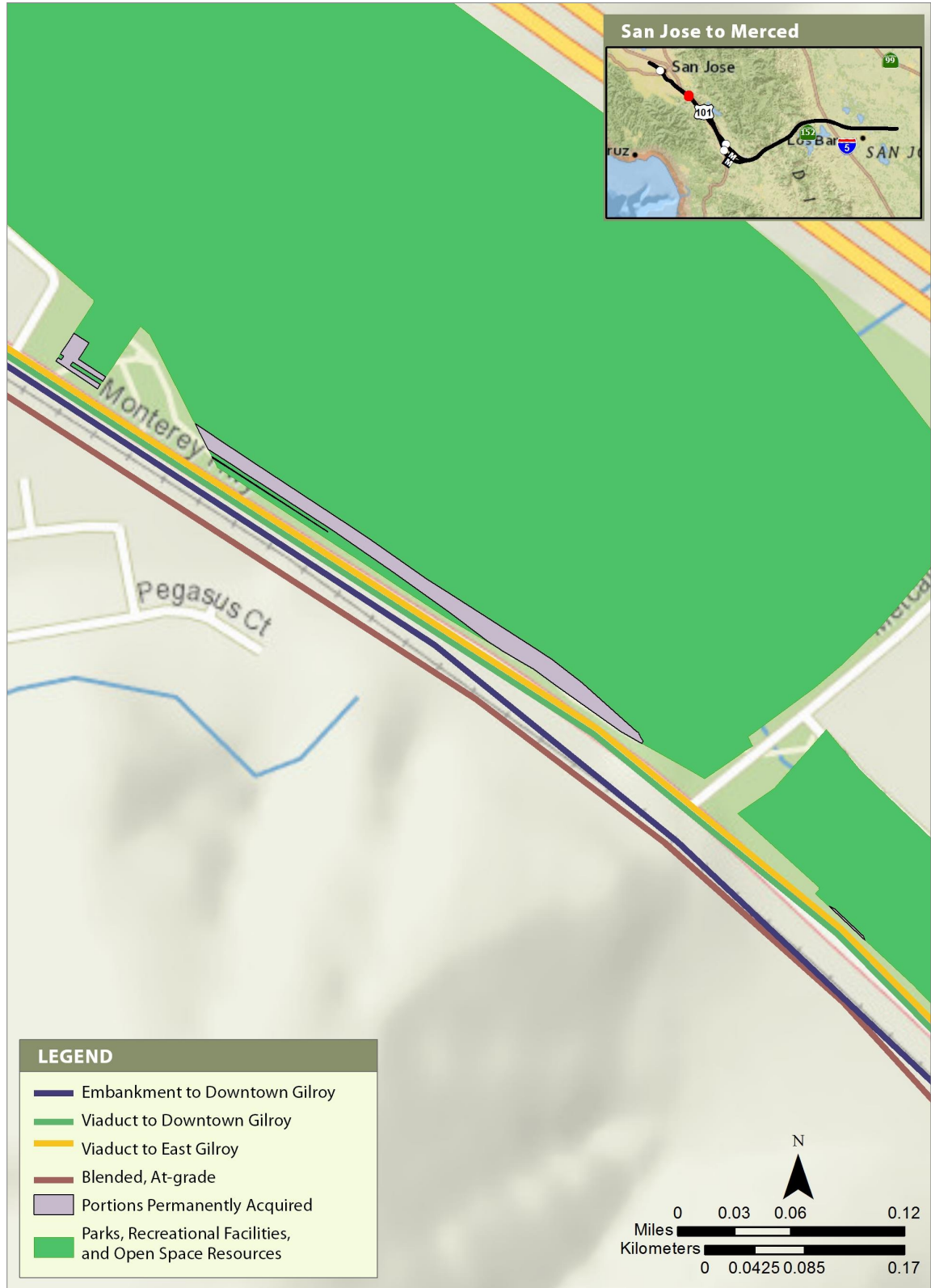
Figure 3.15-22 Permanent Acquisition of Coyote Creek Parkway— Alternatives 1 and 3 (part 2 of 4)



Sources: Authority 2019a; CPAD 2016

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Figure 3.15-24 Permanent Acquisition of Coyote Creek Parkway— Alternatives 1 and 3 (part 4 of 4)



Sources: Authority 2019a; CPAD 2016

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**Figure 3.15-25 Permanent Acquisition of Coyote Creek Parkway—
Alternative 2 (part 1 of 5)**



Sources: Authority 2019a; CPAD 2016

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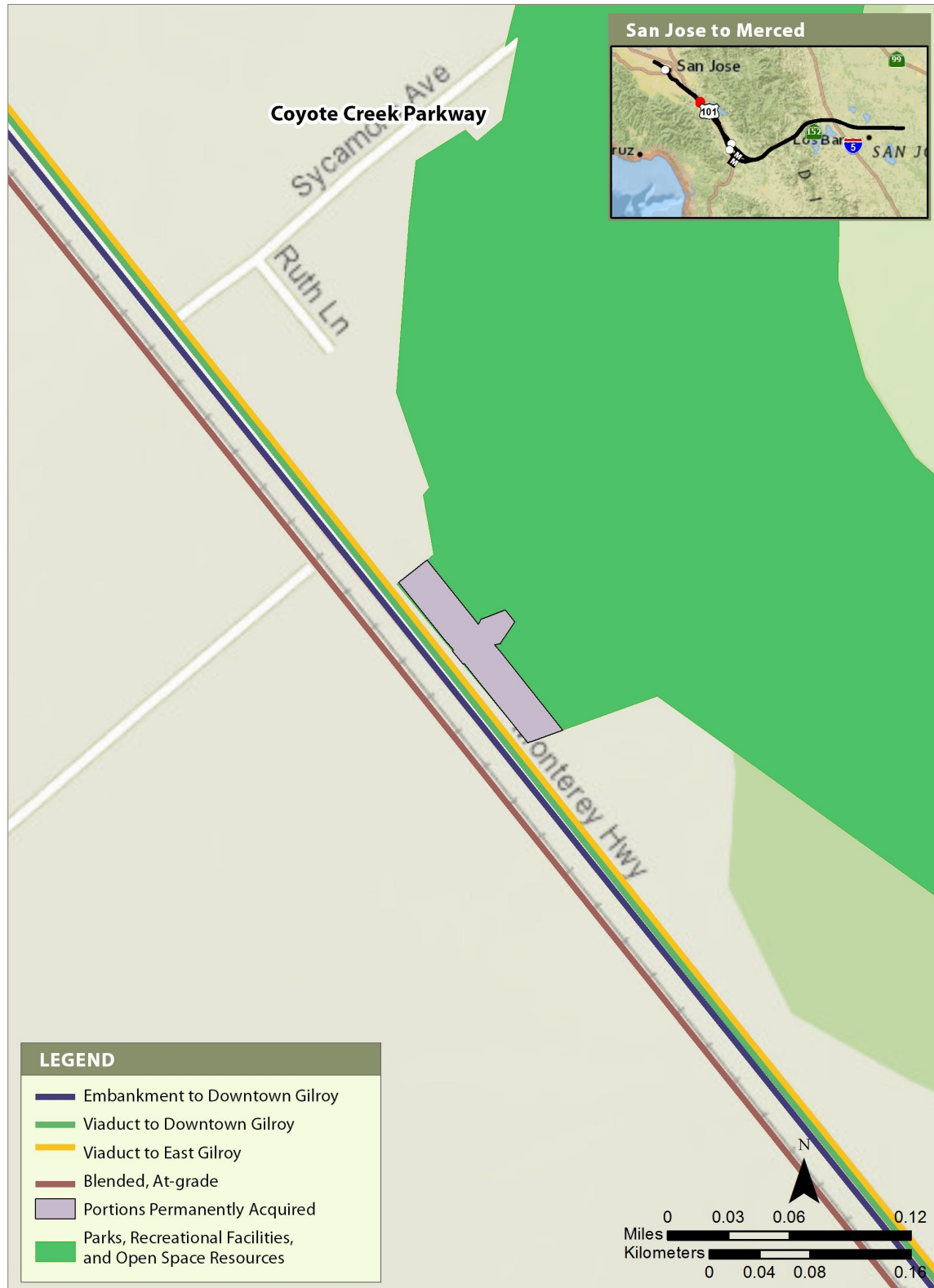
**Figure 3.15-26 Permanent Acquisition of Coyote Creek Parkway—
Alternative 2 (part 2 of 5)**



Sources: Authority 2019a; CPAD 2016

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**Figure 3.15-27 Permanent Acquisition of Coyote Creek Parkway—
Alternative 2 (part 3 of 5)**



Sources: Authority 2019a; CPAD 2016

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**Figure 3.15-28 Permanent Acquisition of Coyote Creek Parkway—
Alternative 2 (part 4 of 5)**



Sources: Authority 2019a; CPAD 2016

Figure 3.15-29 Permanent Acquisition of Coyote Creek Parkway— Alternative 2 (part 5 of 5)



Source: Authority 2019a; CPAD 2016

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**Figure 3.15-30 Permanent Acquisition of Coyote Creek Parkway—
Alternative 4 (part 1 of 4)**



Source: Authority 2019a; CPAD 2016

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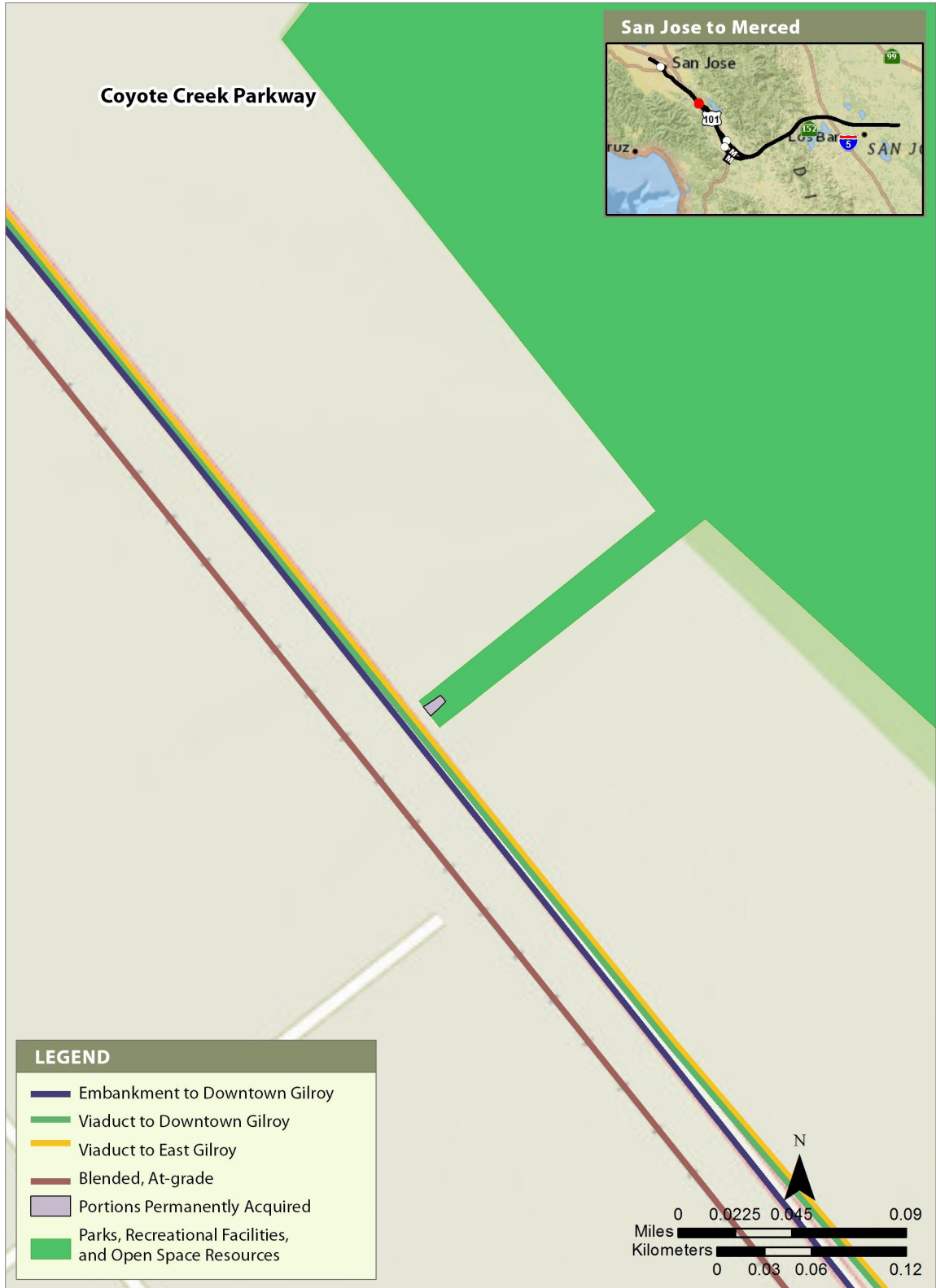
**Figure 3.15-31 Permanent Acquisition of Coyote Creek Parkway—
Alternative 4 (part 2 of 4)**



Source: Authority 2019a; CPAD 2016

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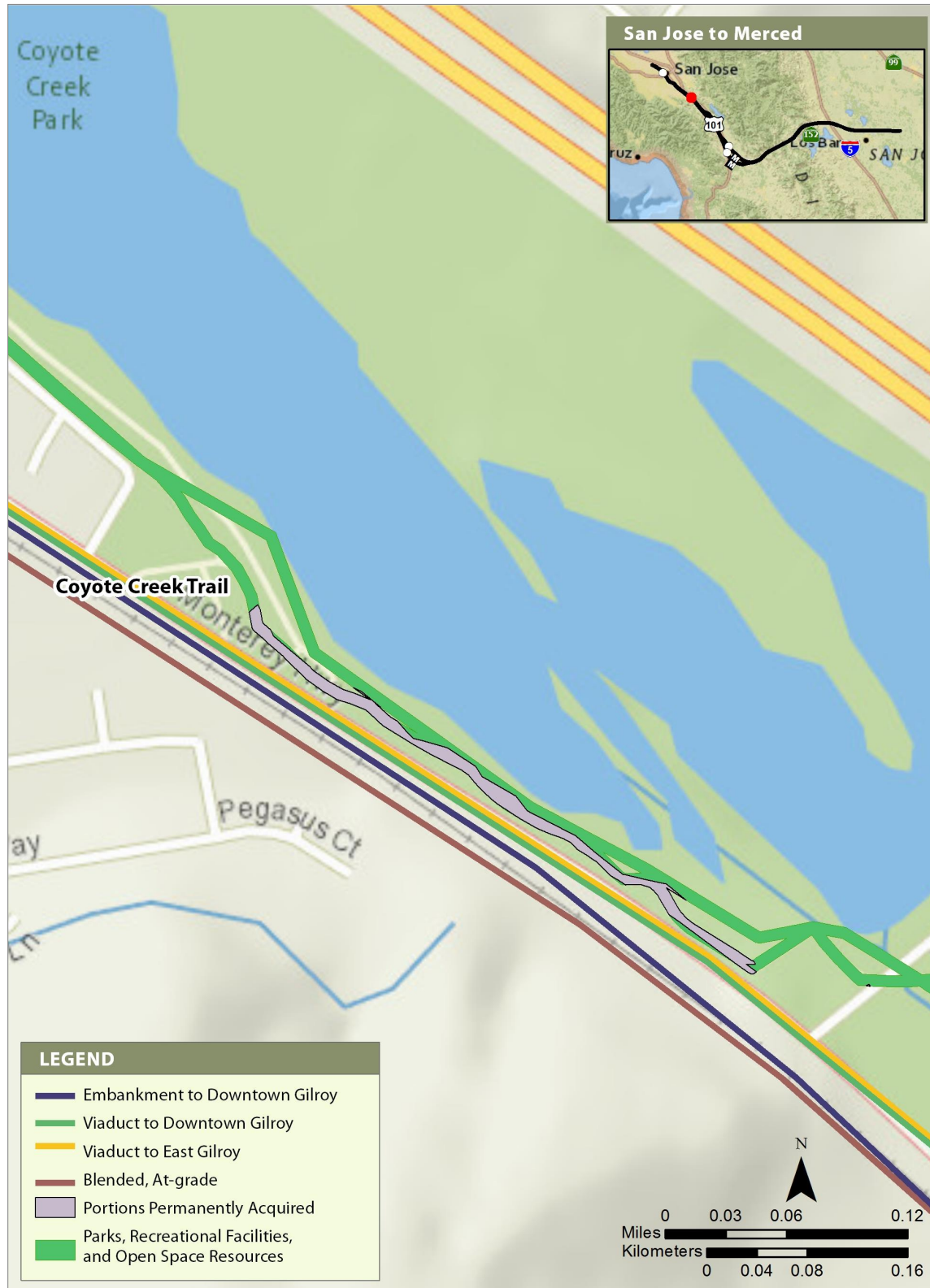
**Figure 3.15-32 Permanent Acquisition of Coyote Creek Parkway—
Alternative 4 (part 3 of 4)**



Source: Authority 2019a; CPAD 2016

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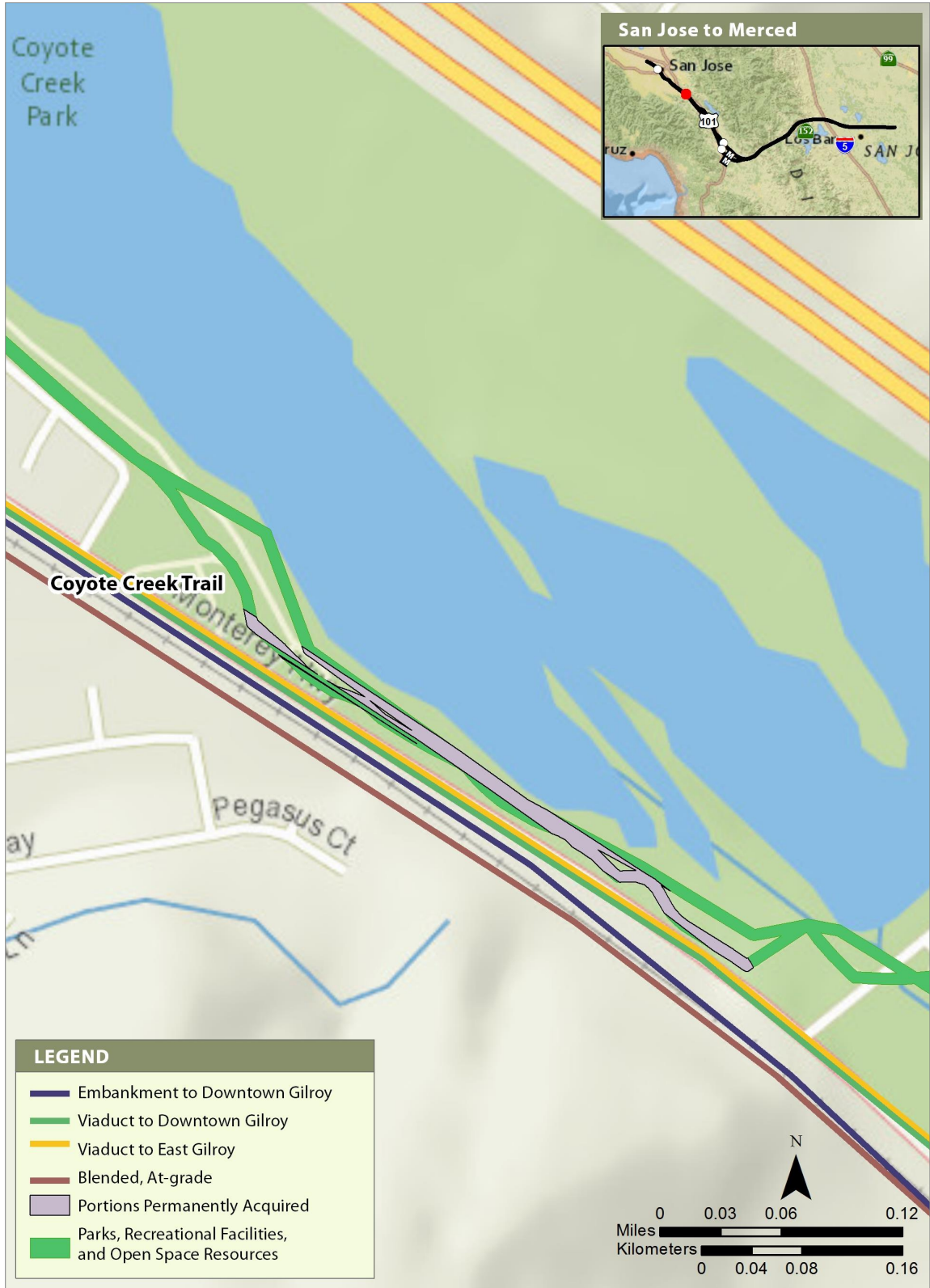
**Figure 3.15-33 Permanent Acquisition of Coyote Creek Parkway—
Alternative 4 (part 4 of 4)**



Sources: Authority 2019a; CPAD 2016

DECEMBER 2018

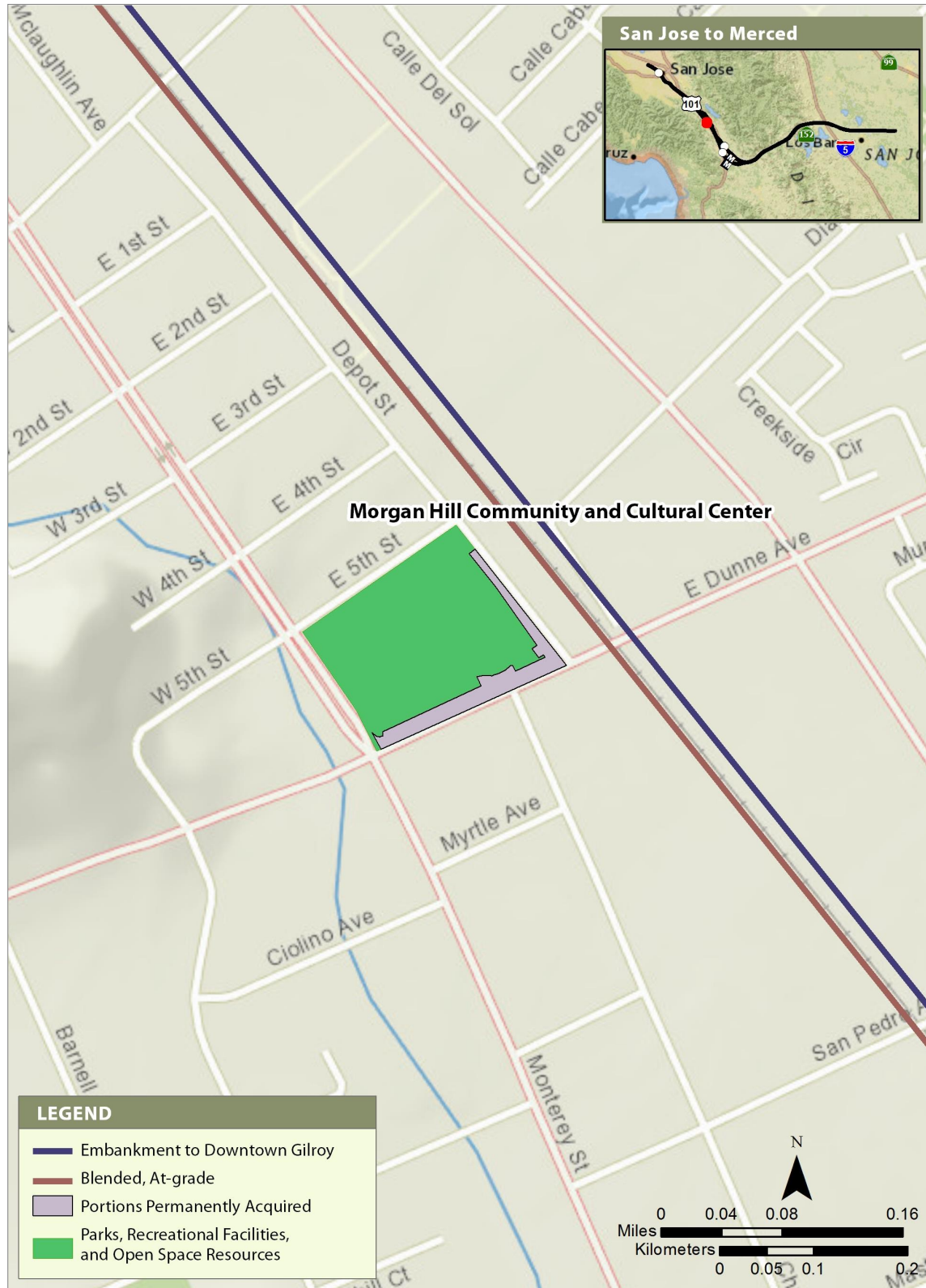
Figure 3.15-34 Permanent Acquisition of Coyote Creek Trail—Alternatives 1 and 3



Sources: Authority 2019a; CPAD 2016

DECEMBER 2018

Figure 3.15-35 Permanent Acquisition of Coyote Creek Trail—Alternative 2



Sources: Authority 2019a; CPAD 2016

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Figure 3.15-36 Permanent Acquisition of Morgan Hill Community and Cultural Center—Alternative 2

CEQA Conclusion

The impact under CEQA would be less than significant for Los Gatos Creek Trail, Three Creeks Trail, and Coyote Creek Parkway under all four project alternatives; for Guadalupe River Trail and Coyote Creek Trail under Alternatives 1, 2, and 3; for Reed Street Dog Park under Alternatives 2 and 3; for Morgan Hill Community and Cultural Center under Alternative 2; and for Fuller Park under Alternative 4; because the portions of these resources that would be permanently acquired would be relatively small, their use would not change, and the impacts would not result in diminished capacity for use.

The impact under CEQA would be significant for Highway 87 Bikeway North under all four project alternatives because portions of the trail would be permanently acquired for project purposes and there would be a diminished capacity for use of the resource. The impact under CEQA would be significant for Tamien Park under Alternatives 1, 2, and 3 because a portion of the planned multi-use soccer field would be permanently acquired for project purposes and there would be a diminished capacity for use of the resource. Mitigation measures to address these impacts are identified in Section 3.15.9, CEQA Significance Conclusions. Section 3.15.7, Mitigation Measures, describes these measures in detail.

Operations Impacts

HSR operations would entail scheduled HSR train service as well as inspection and maintenance activities along the HSR right-of-way and at structures, fencing, power system, train control, and communication facilities. Chapter 2 more fully describes operational activities.

Impact PK#7: Permanent Changes from Noise and Vibration on Parks, Recreation, and Open Space Resource Character and Use

Noise and vibration from trains and maintenance activities would add to existing sources of noise along the project guideway. New sources of noise and vibration specific to HSR could affect users of parks, recreational facilities, and open space resources along the proposed alignment under all project alternatives. Permanent noise and vibration impacts could result from train operations, activities near the HSR stations, and operations of the MOWF.

In the San Jose Diridon Approach Subsection, the project alignment follows the Caltrain right-of-way through moderately dense urban areas with mixed land use. This heavily used existing rail corridor contributes to ambient noise in this area. In the Monterey Corridor Subsection, existing noise sources include SR 87, Monterey Road, SR 85, local roads, and existing rail traffic. In the Morgan Hill and Gilroy Subsection, existing sources of noise along the alignment of Alternatives 1, 2, and 4 include traffic on Monterey Road and local roads, and rail traffic along the UPRR corridor; along the Alternative 3 alignment, existing noise sources include rail traffic along UPRR, aircraft activities associated with Frazier Lake Airpark, and farming activities. In the Pacheco Pass Subsection, the existing noise environment is dominated by SR 152 and rural traffic. For most of the San Joaquin Valley Subsection, the noise environment is dominated by rural traffic; there are no existing sources of rail noise.

Implementation of the project alternatives would change the current practices regarding the sounding of train horns and crossing bells in the RSA. Alternatives 1, 2, and 3 would be grade separated and would not regularly sound warning horns between the San Jose and Gilroy HSR stations. However, one existing at-grade railway crossing at Bloomfield Avenue in Gilroy would be eliminated with Alternative 1, eliminating horn noise at that location. Alternative 2 would be predominately located on an embankment in or adjacent to the existing Caltrain/UPRR railway, which would necessitate the elimination of 33 existing at-grade crossings where trains currently sound warning horns. The elimination of at-grade crossings associated with Alternative 2 would produce a beneficial impact because of reduced noise exposure from horns and crossing bells. Existing trains would still sound horns at Caltrain stations with Alternative 2. Alternative 4 would be located at grade at the same locations as the existing Caltrain and other passenger and freight operations. As a result, HSR trains under Alternative 4 would regularly sound warning horns at all at-grade crossings and Caltrain passenger stations.

While new noise and vibration from project operations could affect recreational resources along the guideway, the majority of parks, recreational facilities, and open space resources in the San Jose Diridon Station Approach, Monterey Corridor, and Morgan Hill and Gilroy Subsections are close to developed areas along existing rail corridors that are already disturbed by existing railway noise. The proposed East Gilroy Station is surrounded by agricultural land uses; however, there are no parks, recreational facilities, or open space resources currently located within 0.5 mile of the proposed station that would be affected by new sources of noise generated by the project.

As indicated in Section 3.4, the HSR system uses noise impact criteria adopted by the FRA to assess the contribution of noise from HSR to the existing environment and FTA criteria to assess the contribution of noise from conventional rail operations, construction, and stationary facilities. The FRA noise impact criteria are based on maintaining a noise environment acceptable for land uses where noise may have an effect. As shown in Table 3.4-5 (in Section 3.4), parks, recreational facilities, and open space resources are generally assigned to Land Use Category 3. Based on these criteria, Section 3.4 identified moderate or severe operational noise impacts for parks, recreation, and open space resources. Under Alternatives 1 and 3, severe noise impacts would occur at Los Banos Wildlife Area. Under Alternative 2, moderate and severe noise impacts would occur at Villa Mira Monte, Morgan Hill Community and Cultural Center, and Los Banos Wildlife Area. Under Alternative 4, moderate and severe noise impacts would occur at Highway 87 Bikeway North, Edenvale Gardens Regional Park, Villa Mira Monte, Morgan Hill Community and Cultural Center, and Los Banos Wildlife Area.

However, for vibration impacts, Alternatives 1, 2, and 3 would not result in vibration impacts in any parks, recreation, or open space resource. Only Alternative 4 would result in vibration impacts within Highway 87 Bikeway because trains between San Jose and Gilroy would operate on tracks that are shared with Caltrain, increasing the likelihood that the rail roughness could increase with time and potentially lead to increased vibration levels.

CEQA Conclusion

The impact would be significant under CEQA for Los Banos Wildlife Area under all four project alternatives, at Morgan Hill Community and Cultural Center under Alternatives 2 and 4, and at Highway 87 Bikeway North and Edenvale Gardens Regional Park under Alternative 4, because the new source of noise (and vibration at Highway 87 Bikeway under Alternative 4) resulting from project operations, including train operation and maintenance activities, could interfere with use of the outdoor amphitheater at the Morgan Hill Community and Cultural Center and degrade the user experience in these resources. New noise and vibration resulting from train operations would be moderate to severe at these locations. Mitigation measures to address this impact are identified in Section 3.15.9, CEQA Significance Conclusions. Section 3.15.7, Mitigation Measures, describes these measures in detail.

Impact PK#8: Physical Alteration of Existing Facilities or a Need to Provide New Parks or Other Recreational Facilities, the Construction of Which Could Cause Significant Environmental Impact

As discussed under Impact PK#2 and Impact PK#6, project alternatives would require temporary construction easements to facilitate placement of construction equipment and construction activities that could reduce access to roadways or otherwise temporarily affect access to and use of parks. Although access would be limited at certain parks, recreational facilities, and open space areas during construction, and permanent acquisition of land would be required at some locations, no permanent closure or relocation of parks, recreational facilities, or open space areas would occur under any of the project alternatives. While some trails may need to be realigned or rerouted temporarily or permanently, they would all still function within or very close to their existing footprint. These minor realignments or reroutings would not constitute relocation of any resources. Accordingly, the project would not result in a reduction in the overall availability of parks, recreational facilities, and open space resources in Santa Clara or Merced Counties or in the cities of Santa Clara, San Jose, Morgan Hill, or Gilroy. In particular, the project would not

affect the ability of the urbanized jurisdictions subject to rapid growth, such as San Jose, to maintain sufficient park facilities to support a growing population.

CEQA Conclusion

The impact would be less than significant under CEQA for all project alternatives because although the HSR project could indirectly encourage new development around stations that could generate additional demand for parks, recreational facilities, and open space areas, the project would not include new development that would directly generate increased demand for such resources. In addition, existing facilities would not be altered to a degree that acceptable service ratios would be jeopardized. Consequently, the need for construction of new parks, recreational facilities, or open space areas is not anticipated. Although it is possible that existing resources may experience an increase in visitor use as a result of their proximity to the Downtown Gilroy Station, it is not anticipated that the increase would be sufficient to create accelerated physical deterioration of any facilities, because HSR passengers would not be expected to visit parks, recreational facilities, or open space areas near the Downtown Gilroy Station with any frequency. Any effects on the facilities would be addressed through regular maintenance activities by agencies with jurisdiction over these resources. Therefore, increased demand for parks, recreational facilities, and open space areas in station areas would not result in substantial new demand for new facilities or deterioration of existing facilities such that new parks, recreational facilities, or open space areas would be required as a result of the project, nor would existing facilities be altered to a degree that that acceptable service ratios would be jeopardized.

3.15.6.3 School District Play Areas

Construction of the project alternatives would result in temporary changes related to noise, vibration, fugitive dust emissions, and access to school district play areas associated with clearing, grading, and installation of infrastructure. Construction would also require permanent acquisition of small amounts of some school district play area property. Operations would result in permanent changes related to noise and vibration at some school district play areas.

No Project Impacts

As described in the discussion of the No Project Alternative for parks, recreation, and open space resources, new development to accommodate increasing population and employment would increase demand on recreational facilities, including school district play areas. School district plans contain provisions for funding, acquiring, and maintaining school district play areas that would adequately meet the needs of future planned population growth (see Section 3.15.3, Consistency with Plans and Laws). Accordingly, no increase in the use of existing school district play areas would result in the acceleration of substantial physical deterioration of the resources.

There are 14 school district play areas available for public use in the RSA. Use of these school district play areas is expected to increase under the No Project Alternative as a result of population growth, but not to the extent that the resources would be substantially affected.

Under the No Project Alternative, recent development trends are anticipated to continue, leading to impacts on school district play areas. The demand for school district play areas would increase as a result of increased population from new development. A full list of anticipated future development projects is provided in Appendices 3.19-A and 3.19-B. Planned park and recreational developments would help to relieve the strain on existing facilities and minimize impacts on school district play areas. Planned development and transportation projects that would occur under the No Project Alternative and that would affect school district play areas would likely include various forms of mitigation to address these impacts.

Project Impacts

Construction Impacts

Construction of the project alternatives would involve demolition of existing structures; clearing and grubbing of vegetation; tunnel boring; handling, storing, hauling, excavating, and placing fill; possible pile driving; and construction of aerial structures, bridges, road modifications, utility

upgrades and relocations, HSR electrical systems, and railbeds. Construction equipment would be visible from school district play areas. Chapter 2 further describes construction activities.

Impact PK#9: Temporary Changes from Exposure to Noise, Vibration, and Construction Emissions on Use and User Experience of School District Play Areas

Project construction activities would generate temporary and localized noise, vibration, and construction emissions affecting school play areas within 1,000 feet of the project footprint or TCE, as shown in Table 3.15-3. Construction activity could expose the resource users to noise levels considered harmful by the FRA or to air contaminants, such as fugitive dust, that could be harmful to users. Such construction-related impacts could also affect the user experience insofar as construction activities could create nuisance impacts at these nearby school play areas. While these indirect impacts would take place for short durations over a limited time period, users of these resources could be affected by temporary changes in noise, vibration, or air emissions under one or more of the four project alternatives.

Construction Noise and Vibration

Construction noise levels at 50 feet from the source are approximately 80 to 85 dBA for most construction equipment; outliers are pile drivers, which operate at about 100 dBA, and pickup trucks, which operate at approximately 55 dBA at 50 feet from the source. The FRA noise impact criteria are based on maintaining an acceptable noise environment for land uses where noise may have an effect. The FRA noise impact criteria for human annoyance are based on comparison of the existing outdoor noise levels and the future outdoor noise levels from a proposed HSR project. The FRA Land Use Categories for Noise Exposure (as shown in Section 3.4, Table 3.4-5) include outdoor uses at schools, such as school play areas, under Land Use Category 3, which includes institutional land uses with primarily daytime use, including parks, campgrounds, and other recreational facilities. Per FRA criteria, school play areas are not considered to be noise-sensitive uses.

While school play areas are not considered to be noise sensitive, project-related construction noise could still be perceptible to users of school play areas. Construction noise varies with the specific activity, layout of the site, and type and condition of the equipment used. The noisiest pieces of equipment determine the maximum sound levels from construction activities. As noted in Section 3.4, the potential for noise impacts would be greatest near pavement breaking activities. The most extensive pavement breaking would be necessary in developed areas, and those portions of alignment using an at-grade or embankment profile would likely require more pavement breaking than portions on viaducts because of the more contiguous surface coverage. Accordingly, Alternative 2 would entail the greatest amount of pavement breaking because of its at-grade and embankment profile through the Monterey Corridor and Morgan Hill and Gilroy Subsections, Alternative 1 would entail less because of its aerial profile through those subsections, Alternative 4 would entail even less pavement breaking because of its mostly at-grade profile, and Alternative 3 would entail the least because of its alignment through largely undeveloped portions of east Gilroy.

Construction of proposed new tracks, stations, and light maintenance facilities LMFs also could result in vibration from blasting, pile driving, vibratory compaction, demolition, or excavation near vibration-sensitive structures that could affect users of school district play areas. While construction-related vibration could be perceptible to and result in a nuisance for users, FRA vibration impact criteria are based on the impacts of vibration on nearby structures. Further, of the proposed construction activities, only pile driving typically generates sufficiently high vibration levels for damage or human annoyance to occur. As noted in Section 3.4, building damage from construction vibration would be anticipated from pile driving only within 25 to 50 feet of the building.

The FRA-recommended screening distance for vibration impacts extends 275 feet from the project alternatives' centerlines. Typically, noise-sensitive land uses are also vibration-sensitive. Given that none of the school play areas would be considered noise sensitive, and none include building use, none of the school play areas would be considered vibration sensitive.

While school play areas are not considered to be noise or vibration sensitive, the project would comply with the FTA and FRA guidelines for minimizing construction noise and vibration impacts. Construction practices, as documented in NV-IAMF#1, would include installing noise barriers (e.g., temporary walls, piles on excavated materials) between noisy activities and noise-sensitive resources; routing traffic away from residential streets where possible; constructing walled enclosures around especially noisy activities or around clusters of noisy equipment; combining noisy operations so that they occur in the same period; phasing demolition, earthmoving, and ground-impacting operations such that they do not take place concurrently; and avoiding impact pile driving where possible in vibration-sensitive areas.

Application of the FTA and FRA guidelines would minimize temporary construction impacts on noise and vibration sensitive resources. While there is still the potential for construction noise and vibration to be perceptible to school play areas users, use of these resources would not be precluded.

Construction Emissions

Construction activities also would generate fugitive dust (PM₁₀ and PM_{2.5}) from earthmoving and disturbed earth surfaces and combustion pollutants (NO_x and VOCs) from heavy equipment and trucks along the project alignment under all project alternatives. Sensitive receptors, including school play area users, within 1,000 feet of each of the four project alternatives could be affected by construction emissions. Impacts on resource users could include health risks associated with construction-related emissions (analyzed in greater detail in Section 3.3) as well as nuisance impacts. Increased health risks associated with construction emissions could be greater under Alternatives 2 and 4 than under Alternatives 1 and 3 because more earthwork would be associated with embankment and trench construction in the Monterey Corridor and Morgan Hill and Gilroy Subsections. However, the project would reduce localized construction-related air quality impacts under all project alternatives by minimizing construction-related air emissions.

The project would create and implement a fugitive dust control plan to control dust emissions from equipment, materials, and construction activities (AQ-IAMF#1). Dust control measures would be required and implemented during construction, including covering all haul vehicles traveling on public roads to limit visible dust emissions, cleaning all trucks and equipment before exiting the construction site, and suspending any dust-generating activities when average wind speed exceeds 25 mph. The project would also minimize off-gassing emissions of VOCs that would occur from paints and other coatings by requiring the use of low-VOC paint and super-compliant or Clean Air paint that has a lower VOC content than that required by the BAAQMD rules (AQ-IAMF#2). These measures would not eliminate the generation of fugitive dust, which could still present a nuisance to some users, representing a minor disruption to the normal use of school play areas. The use and functions of these resources would, however, not be prevented or diminished by fugitive dust emissions.

Table 3.15-8 describes how the 14 school-district play areas could be affected by noise, vibration, and dust generated by construction activities under at least one of the four project alternatives.

CEQA Conclusion

The impact under CEQA would be less than significant for all project alternatives because project construction would not result in any direct or indirect noise, vibration, or air quality impacts that would degrade or preclude use of the play areas, and the project would minimize temporary changes from noise, vibration, and air emissions impacts. The project would minimize air quality impacts on users of school district play areas by requiring incorporation of the cleanest reasonably available equipment and control measures to limit criteria pollutant emissions from construction equipment, vehicles, and concrete batch plants.

Table 3.15-8 Noise, Vibration, and Construction Emissions Impacts on School District Play Areas

Name	Play Area Features	Construction Activities	Proximity to Construction	Impact on Play Area Use and User Experience
Gardner Elementary School	Urban. Jungle gyms, basketball courts, blacktop play areas, soccer field	Alts 1, 2, and 3: new aerial viaduct Alt 4: minor at-grade track modifications	Alts 1, 2, and 3: 128.5 feet from TCE Alt 4: 319.3 feet from TCE	While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, would make use of the school play area less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the school yard would remain usable during construction.
Caroline Davis Intermediate School	Urban. Baseball diamond, track and field, basketball courts, blacktop play areas	Alts 1 and 3: new aerial viaduct Alt 2: minor track modifications to existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1, 2, and 3: 565.7 feet from TCE Alt 4: 938.1 feet from TCE	While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, would make use of the school play area less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the school yard would remain usable during construction. Further, the play area is more than 500 feet from the project footprint and TCE, and would be shielded from construction activities by two rows of existing housing and vegetation.
Charter School of Morgan Hill	Rural. Blacktop play areas, basketball courts, field	Alts 1 and 3: new aerial viaduct Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1 and 3: 112.9 feet from TCE Alt 2: 48.3 feet from TCE Alt 4: 213.9 feet from TCE	While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, would make use of the school play area less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the school yard would remain usable during construction. Temporary impacts would be greater under Alternative 2 than under Alternatives 1, 3, and 4 given the shorter distance between the play area and the TCE. Under Alternatives 1 and 3 the longer viaduct construction would be on the other side of the school buildings and would be shielded from the play areas. Under Alternative 4, the alignment would be at-grade, which would be less noticeable to users of the play areas.

Name	Play Area Features	Construction Activities	Proximity to Construction	Impact on Play Area Use and User Experience
Ann Sobrato High School	Rural/residential. Baseball fields, basketball courts, tennis courts, track and field, and outdoor swimming pool	Alts 1 and 3: new aerial viaduct Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: Outside RSA	Alts 1 and 3: 850.5 feet from TCE Alt 2: 864.1 feet from TCE Alt 4: 1,924.4 feet from TCE	This resource is not considered noise sensitive, and under Alternatives 1, 2, and 3, exposure of play area users to noise and construction emissions during construction would be minimal, as the resource is more than 800 feet from the project footprint. The project would maintain noise levels within the FRA requirements, minimize vibration, and minimize exposure to fugitive dust. The play area would remain usable during construction.
Central High School	Rural/residential. Two large fields: baseball diamonds, basketball courts	Alts 1 and 3: EINU Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1 and 3: 742.3 feet from EINU Alt 2: 308.0 feet from TCE Alt 4: 342.3 feet from TCE	While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, would make use of the school play area less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. Impacts under Alternatives 2 and 4 would be limited because there are two rows of buildings between construction and the play area. Impacts under Alternatives 1 and 3 would also be limited because EINU would not produce high levels of construction noise, vibration, or emissions. The project would maintain noise levels within the FRA requirements, minimize vibration, and minimize exposure to fugitive dust. The play area would remain usable during construction.
Lewis H. Britton Middle School	Urban. Basketball courts, baseball field, blacktop play areas	Alts 1 and 3: EINU Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1 and 3: 170.9 feet from EINU Alt 2: 2.3 feet from TCE Alt 4: 157.3 feet from TCE	While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, under Alternatives 2 and 4 could make use of the school play area less desirable during construction. Impacts under Alternatives 1 and 3 would be limited because EINU would not produce high levels of construction noise, vibration, or emissions. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the play area would remain usable during construction.

Name	Play Area Features	Construction Activities	Proximity to Construction	Impact on Play Area Use and User Experience
El Toro Elementary School	Residential. Blacktop play areas, basketball courts, baseball fields	Alts 1 and 3: EINU Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: minor at-grade track modifications	Alts 1 and 3: 292.9 feet from EINU Alt 2: 201.7 feet from TCE Alt 4: 273.8 feet from TCE	While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, under Alternatives 2 and 4 could make use of the school play area less desirable during construction. Impacts under Alternatives 1 and 3 would be limited because EINU would not produce high levels of construction noise, vibration, or emissions. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the play area would remain usable during construction. Impacts would be further lessened by separation of the play area from construction activities by Butterfield Blvd, an arterial roadway.
Barrett Elementary School	Mixed. Basketball courts, blacktop play areas, grass field	Alts 1 and 3: new aerial viaduct Alts 2 and 4: outside RSA	Alts 1 and 3: 263.6 feet from TCE Alt 2: 1,147.4 feet from TCE Alt 4: 2,549.7 feet from TCE	No impact would occur under Alternatives 2 or 4, given the distance of construction activities to the resource. While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, under Alternatives 1 and 3 could make use of the school play area less desirable during construction. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the play area would remain usable during construction. Impacts would be further lessened by an undeveloped platted area between the resource and construction activities.
San Martin/Gwinn Elementary School	Rural/residential. Blacktop play areas, basketball courts, kickball fields, jungle gym	Alts 1 and 3: new aerial viaduct Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 4: embankment	Alts 1 and 3: 66.3 feet from TCE Alt 2: within TCE Alt 4: 255.9 feet from TCE	While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, under Alternative 2 could make use of the school play area less desirable during construction. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the play area would remain usable during construction. Impacts would be similar under all alternatives, as the viaduct construction of Alternatives 1 and 3 is farther away from the school, but construction activities would be more intense, while the at-grade construction of Alternative 2 would be within the play area, but would occur over a shorter duration and construction activities would be less intense. Alternative 4 would result in the least amount of impact because of its distance from the school play area.

Name	Play Area Features	Construction Activities	Proximity to Construction	Impact on Play Area Use and User Experience
Rucker Elementary School	Rural/residential. Blacktop play areas, basketball courts, grass fields, jungle gyms	Alts 1 and 4: outside RSA Alt 2: construction easement for grade separation Alts 3: new aerial viaduct	Alt 1: 1,257.4 feet from TCE Alt 2: 545.1 feet from TCE Alt 3: 28.1 feet from TCE Alt 4: 1,397.8 feet from TCE	No impact would occur under Alternatives 1 or 4, given the distance of construction activities to the resource; given the nature of construction activities under Alternative 2, no impact would occur. While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, under Alternative 3 could make use of the school play area less desirable during construction. However, this resource is located within an urban/residential setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the play area would remain usable during construction.
Gilroy Prep	Urban. Soccer field, track, tennis courts	Alt 1: TCE for road reconstruction Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 3: outside RSA Alt 4: minor at-grade track modifications	Alts 1 and 2: within TCE Alt 3: 1,267.6 feet from the TCE Alt 4: 417.0 feet from TCE	No noise or vibration impact would occur under either Alternative 1 or 2 because the school, including the play area, would be acquired by the project and would be vacated prior to project construction. No noise or vibration impact would occur under Alternative 3, given the distance of construction activities to the resource. While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, under Alternative 4 could make use of the school play area less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the play area would remain usable during construction.

Name	Play Area Features	Construction Activities	Proximity to Construction	Impact on Play Area Use and User Experience
South Valley Middle School	Urban. Basketball courts, baseball fields	Alt 1: new aerial viaduct Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 3: EINU Alt 4: minor at-grade track modifications	Alts 1 and 2: within TCE Alt 3: 547.7 feet from EINU Alt 4: 154.5 feet from TCE	<p>Given the nature of construction activities under Alternative 3, no impact would occur.</p> <p>While this resource is not considered noise sensitive, noise and vibration, as well as construction emissions, under Alternatives 1, 2, and 4 could make use of the school play area less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the play area would remain usable during construction. Impacts would be greater under Alternative 1 because viaduct construction would be of longer duration and greater intensity than embankment or at-grade construction.</p>
Eliot Elementary School	Urban. Jungle gym, basketball courts, blacktop play areas, grass field	Alt 1: new aerial viaduct Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 3: Utility reconductoring would occur more than 1,000 feet from the school Alt 4: minor at-grade track modifications	Alt 1: 706.7 feet from TCE Alt 2: 455.6 feet from TCE Alt 3: 1,238.1 feet from EINU Alt 4: 759.9 feet from TCE	<p>Given the nature of construction activities and distance from the school under Alternative 3, no impact would occur.</p> <p>While this resource is not considered noise sensitive, noise and construction emissions under Alternatives 1, 2, and 4 could make use of the school play area less desirable during construction. However, this resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the play area would remain usable during construction. Vibration impacts are not likely given the distance of the play area from the TCE. Impacts would be greater under Alternative 1 because viaduct construction would be of longer duration and greater intensity than embankment or at-grade construction.</p>

Name	Play Area Features	Construction Activities	Proximity to Construction	Impact on Play Area Use and User Experience
Glenview Elementary School	Urban. Jungle gym, basketball courts, blacktop play areas, grass fields	Alt 1: new aerial viaduct Alt 2: minor track modifications to the existing Caltrain at-grade track Alt 3: Utility reconductoring would occur more than 1,000 feet from the school Alt 4: minor at-grade track modifications	Alt 1: 1,438.5 feet from TCE Alt 2: 1,201.1 feet from TCE Alt 3: 4,667.4 feet from EINU Alt 4: 1,523.4 feet from TCE	This resource is not considered noise sensitive, and due to the distance between the play area and the TCE or EINU under all project alternatives, noise and construction emissions would not make use of the school play area less desirable during construction. This resource is located within an urban setting, wherein a certain amount of ambient noise is already present. The project would maintain noise and vibration levels within the FRA requirements and minimize fugitive dust emissions, and the play area would remain usable during construction. Vibration impacts are not likely given the distance of the play area from the TCE.

Alt = alternative
 TCE = temporary construction easement
 EINU = electrical interconnection network upgrade
 FRA = Federal Railroad Administration

Impact PK#10: Temporary Changes to Access or Use of School District Play Areas

Construction of the project alternatives would require TCEs for placement of construction equipment and construction activities; such TCEs could reduce access to roadways or otherwise temporarily affect access to and use of school district play areas. Temporary construction impacts on access and traffic, such as road closures and other disruptions, would be minimized by providing detours and signage so that motorists and pedestrians would continue to have access to school district play areas (TR-IAMF#2, TR-IAMF#4, TR-IAMF#5, and TR-IAMF#7). Project construction would likely occur over a period of 7 years, with 1.5 years of continuous construction activity at any one location. It is assumed that TCEs could be in place for up to 4 years. The location of TCEs adjacent to the project alignment would temporarily affect access to five school district play areas. Table 3.15-9 shows the school district play areas affected by construction activities under each alternative and describes the construction-related activities that would lead to access and use restrictions. Temporary changes in access to or use of school district play areas would occur at three school district play areas under Alternative 1, five under Alternative 2, two under Alternative 3, and none under Alternative 4. However, while project construction could force users to use alternate access points, access to these resources would not be completely blocked. As discussed in the *San Jose to Merced Project Section Community Impact Assessment* (Authority 2019b) prepared for the proposed project, Gilroy Prep School, including its associated play area, would be fully acquired by the project under Alternatives 1 and 2. Because the school would be vacated, use of the school play area would be discontinued prior to project construction; thus, impacts on the school play area are not discussed in this analysis.

Table 3.15-9 Construction-Related Reduction of Access to School District Play Areas

Name	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Charter School of Morgan Hill	There are two access points, one from southbound Monterey Road and one from northbound Monterey Road, and TCE would decrease access at both.	Existing access from the north would be realigned because of widening of existing Monterey Road. TCE would decrease existing secondary access located on south side of property.	Same as Alternative 1.	N/A
Lewis H. Britton Middle School	N/A	Of the four access points, TCE at W Main Avenue and Monterey Road and Del Monte Avenue would decrease access.	N/A	N/A
El Toro Elementary School	N/A	Of the four access points, TCE at E Main Avenue and Calle Mazatan would decrease access.	N/A	N/A

Name	Alternative 1	Alternative 2	Alternative 3	Alternative 4
San Martin/ Gwinn Elementary School	Of the four access points, TCEs at North Street, Depot Street, Oak Street, and Llagas Avenue would decrease access.	0.13 acre of this resource would be within the TCE. Of the four access points, TCE at North Street and Depot Street and Oak Street and Llagas Avenue would decrease access. E San Martin Avenue would be permanently realigned to existing Oak Street.	Of the four access points, TCE at North Street and Depot Street and Oak Street and Llagas Avenue would decrease access.	N/A
South Valley Middle School	0.52 acre of this resource would be within the TCE. Of the three access points, TCE along Murray Avenue, IOOF Avenue, and Forest Street would decrease access.	0.34 acre of this resource would be within the TCE. Of the three access points, TCE along Murray Avenue, IOOF Avenue, and Forest Street would decrease access.	N/A	N/A

TCE = temporary construction easement

- Charter School of Morgan Hill**—Charter School of Morgan Hill is located at 9530 Monterey Road in Morgan Hill. There are two access points, one from southbound Monterey Road and one from northbound Monterey Road. As shown in Table 3.15-9, a TCE would decrease access by reducing the number of travel lanes at both access points under Alternatives 1 and 3. Under Alternative 2, existing access from the north would be realigned because of the widening of the existing Monterey Road. A TCE would decrease the existing secondary access located on the south side of the property. Alternatives 1, 2, and 3 would impede access to the school district play area. There would be no changes in access under Alternative 4.
- Lewis H. Britton Middle School**—Lewis H. Britton Middle School is located at 80 West Central Avenue in Morgan Hill. There are four access points. As shown in Table 3.15-9, the TCE at W Main Avenue and Monterey Road and Del Monte Avenue would decrease access by reducing the number of travel lanes under Alternative 2. There would be no changes in access under Alternatives 1, 3, and 4.
- El Toro Elementary School**—El Toro Elementary School is located at 455 E Main Avenue in Morgan Hill. There are four access points. As shown in Table 3.15-9, the TCE at E Main Avenue and Calle Mazatan would decrease access by reducing the number of travel lanes under Alternative 2. There would be no changes in access under Alternatives 1, 3, and 4.
- San Martin/Gwinn Elementary School**—San Martin/Gwinn Elementary School is located at 100 North Street in San Martin. There are four access points. TCEs at North Street and Depot Street and Oak Street and Llagas Avenue would decrease access by reducing the number of travel lanes under Alternatives 1 and 3. Under Alternative 2, TCEs at North Street and Depot Street and Oak Street and Llagas Avenue would decrease access, and 0.13 acre of this resource would be within the TCE. E San Martin Avenue would be permanently

realigned to existing Oak Street. Alternatives 1, 2, and 3 would decrease access to the school district play area. There would be no changes in access under Alternative 4.

- **South Valley Middle School**—South Valley Middle School is located at 385 IOOF Avenue in Gilroy. There are three access points. As shown in Table 3.15-9, TCEs along Murray Avenue, IOOF Avenue, and Forest Street would decrease access by reducing the number of travel lanes under Alternative 1. Under Alternative 2, TCEs at IOOF Avenue, Forest Street, and Murray Avenue would decrease access. Alternatives 1 and 2 would impede access to the school district play area. In addition, a portion (0.52 acre under Alternative 1 and 0.34 acre under Alternative 2) of this resource would be within the TCE. There would be no changes in access under Alternatives 3 and 4.

CEQA Conclusion

The impact would be less than significant under CEQA for Alternatives 1, 2, and 3 because although construction activities would temporarily reduce access to up to five school district play areas due to the placement of TCEs and equipment, access would be maintained. Accordingly, project construction would not prevent the use of any school district play area. The project would avoid or minimize temporary impacts on access to and use of school district play areas. Temporary construction impacts on access and traffic, such as road closures and other disruptions, would be minimized by providing detours and signage so that motorists and pedestrians would continue to have access to school district play areas (TR-IAMF#2, TR-IAMF#4, TR-IAMF#5, and TR-IAMF#7). Detours and signage would help to avoid impacts on access and prevent school district play area users from being inconvenienced by temporary disruptions to traffic patterns. Under Alternative 4, there would be no impact under CEQA because no changes in access would occur.

Impact PK#11: Temporary Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of School Play Areas

Construction activities and equipment could also temporarily change the visual experience of school district play area users, potentially resulting in a perceived barrier to use (SOCIO-IAMF#1). As described in Section 3.16, construction activities under any of the project alternatives would degrade visual resources and result in direct impacts where sensitive viewers are present. During the construction period, lasting approximately 7 years total, or 1.5 years at any given location, heavy equipment and associated vehicles, such as cranes, dozers, graders, scrapers, and trucks, would be introduced into the viewshed. Dust, material stockpiles, and other visual signs of construction would also be present and visible to nearby viewers. Depending on location, viewers could see staging areas, worker parking, and equipment and materials storage areas, any of which would add industrial-looking elements into the landscape and could be a perceived barrier to use.

Visual changes resulting from introducing construction activities and equipment into the viewsheds of all user groups would be temporary and would be minimized with the development and implementation of a construction management plan that would include visual protection measures designed to minimize impacts on residents and businesses (SOCIO-IAMF#1). Because it is not feasible to screen some large-scale activities, such as viaduct construction or tunnel portal sites, from viewers, impacts on aesthetics and visual quality would result from construction activities even with implementation of screening techniques and could be a perceived barrier to use. However, while the perceived barrier to use at school play areas closest to project construction areas could alter the use of the play areas, use at these areas occurs only intermittently and only for short periods of time. Further, users of school play areas are generally focused on their own activities, not the visual setting of the school and surrounding area. Consequently, the project would sufficiently minimize impacts on the perceived barrier to use at school district play areas, and no actual or perceived barriers to use would result from project construction.

CEQA Conclusion

The impact would be less than significant under CEQA because visual changes from project construction would be temporary, and users of these public resources tend to occupy these

spaces for active use and for relatively short periods. Even with implementation of screening techniques, it is not feasible to screen some large-scale activities, such as viaduct construction or tunnel portal sites, from viewers. However, temporary construction impacts on the perceived use of school play areas would not impede the use of school district play areas, prohibit users from participating in activities regularly undertaken in these play areas, or permanently affect the perceived character of such resources.

Impact PK#12: Permanent Changes Affecting Access to School District Play Areas

Although construction of the project would result in temporary impacts on access as discussed in Impact PK#10, access and circulation would be restored on completion of construction activities. None of the project alternatives would result in permanent changes in access to school district play areas.

CEQA Conclusion

The impact would be less than significant under CEQA for all project alternatives because there would be no permanent changes in access to or circulation at any of the school district play areas shown in Table 3.15-9 that would prevent the use of the resources.

Impact PK#13: Permanent Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of School Play Areas

Users of school district play areas participate in active recreational uses such as organized sporting events and individual athletic activities. Unlike daily school users, public users generally engage in activities in school play areas on a short-term basis. While use of school district play areas would not be changed by project-related visual changes, the perceived ability to use the play areas could be affected by the presence of project components that would be highly visible. For example, project structures under Alternatives 1 and 3 would be constructed outside the existing rail right-of-way—specifically a viaduct through the Monterey Corridor Subsection under both alternatives, a viaduct to downtown Gilroy under Alternative 1, and a viaduct to east Gilroy under Alternative 3, thus introducing new visible infrastructure that could be a perceived barrier to use.

Even where permanent HSR infrastructure would be placed within existing rail right-of-way, all four project alternatives would entail placing HSR track on aerial viaduct or embankment that could visually disrupt the line of sight of recreational viewers. In particular, Alternatives 1 and 3 would include approximately 40 miles of viaduct structure in the Santa Clara County portion of the RSA that could be visible to recreational users within certain school district play areas identified through this analysis. While Alternative 2 would consist mostly of an at-grade or embankment structure and would therefore be less visually intrusive, it would still be visible from many of the resources in the RSA. Alternative 4 includes the most at-grade track of any of the project alternatives, making it the least visually intrusive, although it would still include aerial and embankment tracks. Construction of aerial structures, which would rise to heights of more than 60 feet above grade to pass over roads and highway, would result in permanent visual changes throughout other portions of the alignment that could be a perceived barrier to use. In general, permanent visual impacts that could be a perceived barrier to use would be greater where the HSR would be on viaduct and the scale of the infrastructure would dominate existing landscape features than where it would be at-grade or on low embankment and could be screened or better integrated into the local visual environment.

As previously mentioned, Gilroy Prep School, including its associated play area, would be fully acquired by the project under Alternatives 1 and 2. Because the school would be vacated, use of the school play area would be discontinued prior to project construction, and impacts on the school play area are not discussed in this analysis.

Permanent project-related visual changes that could be a perceived barrier to use that would affect users of school play areas in the RSA are shown in Table 3.15-10.

Table 3.15-10 Permanent Visual Impacts on Perceived Barriers to Use of School District Play Areas

Resource	Setting	Profile and Distance from Resource			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
San Jose Diridon Station Approach Subsection					
Gardner Elementary School	Urban	Aerial structure 340 ft north	Aerial structure 340 ft north	Aerial structure 340 ft north	At-grade 620 ft north
Monterey Corridor Subsection					
Caroline Davis Intermediate School	Urban	Aerial structure 860 ft southwest	Embankment 900 ft southwest	Aerial structure 860 ft southwest	At-grade 990 ft southwest
Morgan Hill and Gilroy Subsection					
Charter School of Morgan Hill	Rural	Aerial structure 165 ft southwest	At-grade 190 ft southwest	Aerial structure 165 ft southwest	At-grade 265 ft southwest
Ann Sobrato High School	Rural/residential	Aerial structure 900 ft southwest	N/A	Aerial structure 900 ft southwest	N/A
Central High School	Urban/residential	N/A	Embankment 105 ft northeast	N/A	Embankment 25 ft northeast
Lewis H. Britton Middle School	Urban	N/A	Embankment 775 ft northwest	N/A	Embankment 695 ft northwest
El Toro Elementary School	Urban	N/A	Embankment 1,055 ft northeast	N/A	Embankment 1,335 ft northeast
Barrett Elementary School	Rural/residential	Aerial structure 305 ft east	N/A	Aerial structure 305 ft east	N/A
San Martin/Gwinn Elementary School	Rural/residential	Aerial structure 130 ft west	Embankment 130 ft west	Aerial structure 130 ft west	Embankment 215 ft west
Rucker Elementary School	Rural/residential	Aerial structure 1,370 ft west	At-grade 1,370 ft west	Aerial structure 230 ft east	At-grade 1,460 ft west
South Valley Middle School	Urban	Aerial structure within on western edge of school	Embankment within on western edge of school	N/A	At-grade 130 ft west
Eliot Elementary School	Urban	Aerial structure 1,140 ft west	Embankment 1,140 ft west	N/A	At-grade 1,210 ft west
Glenview Elementary School	Urban	Aerial structure 1,585 ft east	Embankment 1,585 ft east	N/A	At-grade 1,595 ft east

ft = feet

N/A signifies that the resource is outside the range considered subject to visual impacts.

CEQA Conclusion

The impact would be less than significant under CEQA for all project alternatives. The project requires contractors to specify design measures to provide safe and attractive access to recreational facilities and maintain sufficient separation of HSR guideway systems from existing recreation facilities (PK-IAMF#1), which would be effective in minimizing access and circulation impacts. Further, while some of these play areas are located in rural, relatively serene settings, school play areas are generally used for active uses during limited hours, with the quality of the use being more tied to the quality of play area equipment and perceived safety than to perceived barriers from the visual environment. Although viaduct or embankment structures would be visually intrusive in some locations, the use of the play areas would not be altered to the extent that an actual or perceived barrier to the access or use of school play areas would result from project operations.

Impact PK#14: Permanent Acquisition of School District Play Areas

The project would result in the permanent acquisition of school district play areas at San Martin/Gwinn Elementary School in San Martin under Alternative 2, and South Valley Middle School in Gilroy under Alternatives 1 and 2. No portion of any school district play areas would be acquired under Alternatives 3 or 4. For the purpose of this analysis, a significant impact would result if use of the resource would be precluded or would result in diminished capacity. The amount of land to be acquired at each of these schools is shown in Table 3.15-11.

Table 3.15-11 Permanent School District Play Area Acquisitions

ID #	School and Total Acreage	Permanent Acquisition			
		Alternative 1	Alternative 2	Alternative 3	Alternative 4
55	San Martin/Gwinn Elementary School 9.5 acres	0.00 acres	0.11 acre (1.16%)	0.00 acres	0.00 acres
58	South Valley Middle School 10.7 acres	0.83 acre (7.75%)	1.32 acres (12.3%)	0.00 acres	0.00 acres
Total (acres)		0.83	1.43	0.00	0.00

Source: Authority 2019a

The project would manage acquisition of real property to minimize permanent impacts from acquisition of school district play areas. Additionally, the project would require the contractor to provide access to recreational facilities (PK-IAMF#1). For the purposes of this analysis, if use of the resource would be precluded or would result in diminished capacity, the impact would be significant under CEQA. As shown in Table 3.15-11, construction of the proposed HSR alignment would result in the acquisition of portions of two school district play areas located in the Morgan Hill and Gilroy Subsection.

Acquisition of land at San Martin/Gwinn Elementary School under Alternative 2, as illustrated on Figure 3.15-37, would involve 0.11 acre of a total of 9.5 acres, or 1.16 percent of the play area. This acquisition, which would be for a roadway right-of-way, would include a portion of the property along Oak Street, affecting a small portion of a play field, a parking area, and trees lining Oak Street. Given the minimal nature of the acquisition, it would not result in a diminished capacity to use the resource or substantially reduce its recreational value. There would be no permanent acquisitions under Alternatives 1, 3, and 4.

At South Valley Middle School, as shown in Table 3.15-11, acquisition of 0.83 acre of 10.7 acres of the school's play area under Alternative 1 would represent 7.75 percent of the play area, as illustrated on Figure 3.15-38. However, because a small portion (0.52 acre) on the western edge of the play area would be cut off from the rest of the play area (see Figure 3.15-38), this sliver would also likely be acquired because it would become unusable by the school. This area would be used as a TCE during construction and is discussed under Impact PK#10. Under Alternative 2, as shown in Table 3.15-11 and illustrated on Figure 3.15-39, 1.32 acres of the total 10.7 acres would be acquired, representing approximately 12.3 percent of the total play area. The acquisition would be of the western portion of the school's play field/track. There would be no permanent acquisitions under Alternatives 3 or 4.

As noted above and discussed in the *San Jose to Merced Project Section Community Impact Assessment* (Authority 2019b), Gilroy Prep School, including its associated play area, would be fully acquired by the project under Alternatives 1 and 2. Because the school would be vacated use of the school play area would be discontinued prior to project construction, impacts on the school play area are not discussed in this analysis.

CEQA Conclusion

The impact under CEQA would be less than significant for San Martin/Gwinn Elementary School under Alternative 2, because acquisition would not preclude the use of the resource or result in diminished capacity for use. The project would also require identification of design features to maintain safe and attractive access for present travel modes to existing facilities (PK-IAMF#1). Similarly, the impact at South Valley Middle School under Alternative 1 would be less than significant. However, under Alternative 2, the impact under CEQA would be significant, because acquisition of approximately 12.3 percent of the total play area would constitute a substantial reduction in the total play area available for use, and the track would no longer be functional under this alternative, resulting in a diminished capacity to use the resource for its specific and defined recreational activities. Mitigation measures to address this impact are identified in Section 3.15.9, CEQA Significance Conclusions. Section 3.15.7, Mitigation Measures, describes these measures in detail.

Operations Impacts

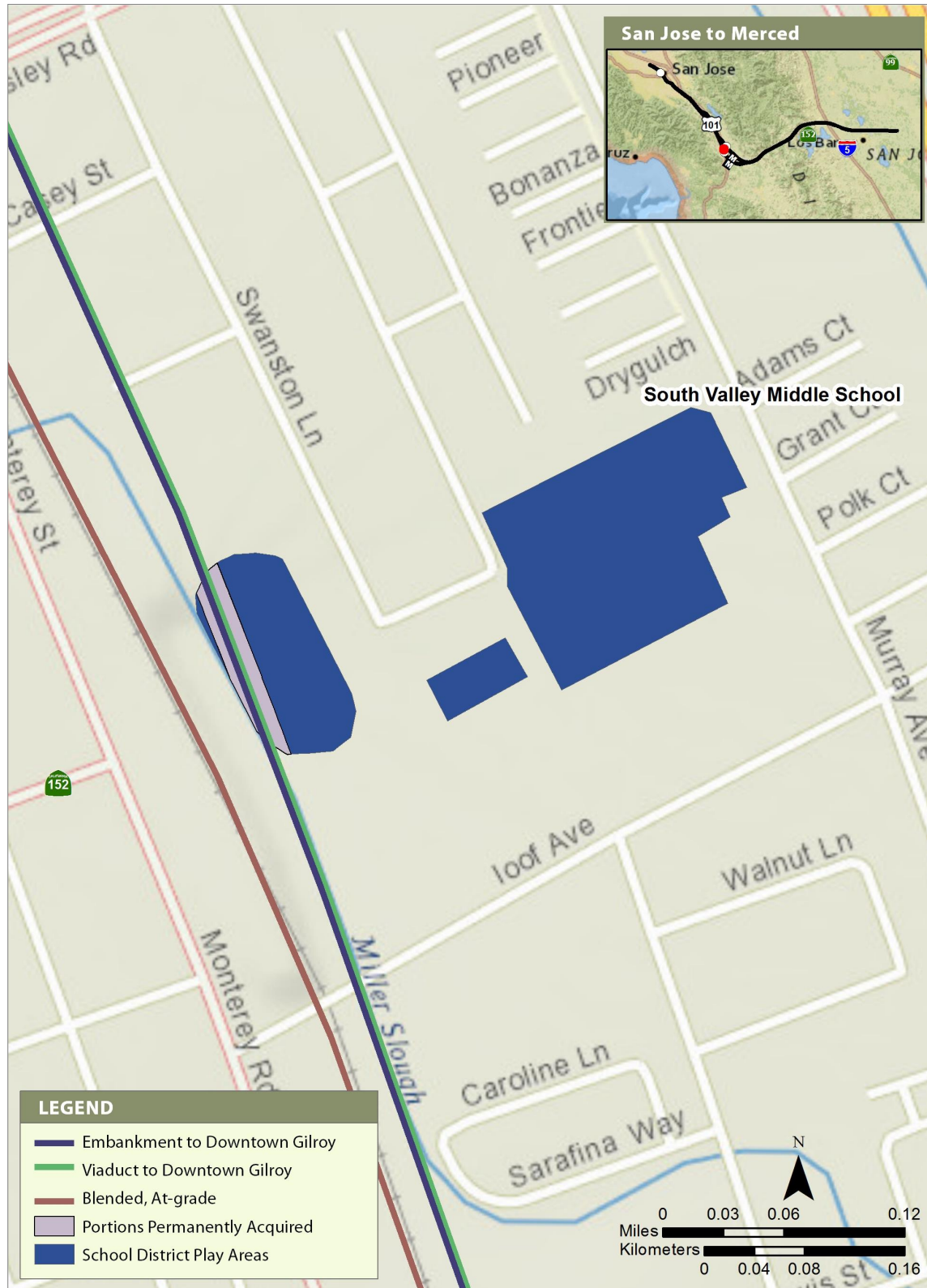
HSR operations would entail scheduled HSR train service as well as inspection and maintenance activities along the track and railroad right-of-way, as well as on the structures, fencing, power system, train control, and communication facilities. Chapter 2 more fully describes operations and maintenance activities.



Sources: Authority 2019a

DECEMBER 2018

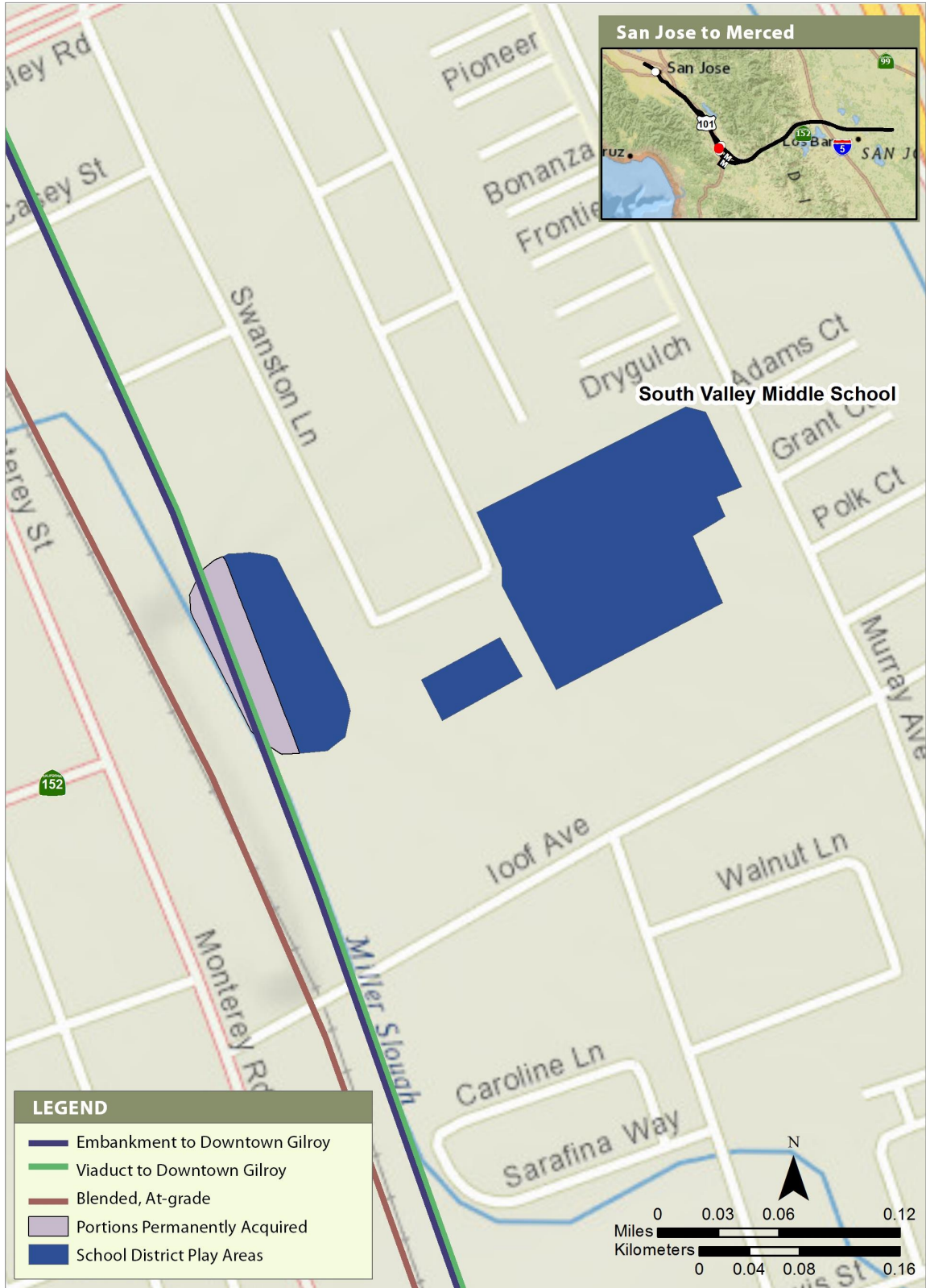
Figure 3.15-37 Permanent Acquisition of San Martin/Gwinn Elementary School—Alternative 2



Source: Authority 2019a

DECEMBER 2018

Figure 3.15-38 Permanent Acquisition of South Valley Middle School—Alternative 1



Source: Authority 2019a

DECEMBER 2018

Figure 3.15-39 Permanent Acquisition of South Valley Middle School—Alternative 2

Impact PK#15: Permanent Changes from Noise and Vibration on School District Play Area Character and Use

HSR operations along the project alignment would generate noise and vibration from trains, station activities, and maintenance activities at the MOWF that would add to existing sources of noise. New sources of noise and vibration specific to HSR would affect users of school district play areas in the RSA under all four project alternatives. Permanent noise and vibration impacts would result from train operations, activities near the HSR stations, and operations at the MOWF. Vibration impacts would not occur in any school district play areas and so would not affect their use; therefore, vibration is not further discussed.

In the San Jose Diridon Approach Subsection, the project alignment follows the Caltrain right-of-way through moderately dense urban areas with mixed land use. This heavily used existing rail corridor contributes to ambient noise in this area. In the Monterey Corridor Subsection, existing noise sources include SR 87, Monterey Road, SR 85, local roads, and existing rail traffic. In the Morgan Hill and Gilroy Subsection, existing sources of noise along the alignment of Alternatives 1, 2, and 4 include traffic on Monterey Road and local roads, and rail traffic along the UPRR corridor; along the Alternative 3 alignment, existing noise sources include rail traffic along UPRR, aircraft activities associated with Frazier Lake Airpark, and farming activities. In the Pacheco Pass Subsection, the existing noise environment is dominated by SR 152 and rural traffic. For most of the San Joaquin Valley Subsection, the noise environment is dominated by rural traffic; there are no existing sources of rail noise. The schools that are located in rural or rural/residential environments include: Charter School of Morgan Hill, Ann Sobrato High School, Barrett Elementary School, San Martin/Gwinn Elementary School, and Rucker Elementary School. Schools located in urban settings include: Gardner Elementary School, Caroline Davis Intermediate School, Central High School, Lewis H. Britton Middle School, El Toro Elementary School, Gilroy Prep, South Valley Middle School, and Eliot Elementary School.

Implementation of the project alternatives would change the current practices regarding the sounding of train horns and crossing bells in the RSA. Alternatives 1, 2, and 3 would be grade separated and would not regularly sound warning horns between the San Jose and Gilroy HSR stations. However, one existing at-grade railway crossing at Bloomfield Avenue in Gilroy would be eliminated with Alternative 1, eliminating horn noise at that location. Alternative 2 would be predominately located on an embankment in or adjacent to the existing Caltrain/UPRR railway, which would necessitate the elimination of 33 existing at-grade crossings where trains currently sound warning horns. The elimination of at-grade crossings associated with Alternative 2 would produce a beneficial impact because of reduced noise exposure from horns and crossing bells. Existing trains would still sound horns at Caltrain stations with Alternative 2.

Alternative 4 would be located at grade at the same locations as the existing Caltrain and other passenger and freight operations. As a result, HSR trains under Alternative 4 would regularly sound warning horns at all at-grade crossings and Caltrain passenger stations. While new noise from project operations could affect resources in the three northernmost subsections, the majority of school play areas are located close to developed areas along existing rail corridors that already experience existing railway noise.

The HSR system uses noise impact criteria adopted by the FRA to assess the contribution of noise from HSR to the existing environment and FTA criteria to assess the contribution of the noise from conventional rail operations, construction, and stationary facilities. The FRA noise impact criteria are based on maintaining a noise environment acceptable for land uses where noise may have an effect. As shown in Table 3.4-5 of Section 3.4, Noise and Vibration, exterior areas at schools are assigned to Land Use Category 3. Based on these criteria, Section 3.4 identified no moderate or severe operational noise impacts for school district play areas under Alternative 3; Gilroy Prep School would be removed under Alternatives 1 and 2 and no noise impacts would occur. However, Alternative 4 would result in moderate noise impacts at Gilroy Prep School.

The school district play areas at the schools considered in this analysis are located in developed areas and would be used intermittently, unlike other sensitive receptors such as school buildings, which are used all day for 9 months of the year, or residences, where residents would be exposed continuously to increased noise.

CEQA Conclusion

The impact under CEQA would be less than significant for Alternatives 1, 2, and 3 because no moderate or severe noise or vibration impacts were identified in Section 3.4, Noise and Vibration, at any of the school district play areas within the RSA. Section 3.4 provides a more detailed analysis of operational noise and vibration impacts.

The impact would be significant under CEQA for Alternative 4 for Gilroy Prep School because the new source of noise resulting from project operations, including train operation and maintenance activities, could interfere with use of the school play area and degrade the user experience at the school. New noise resulting from train operations would be moderate to severe at these locations. Vibration impacts would not occur.

3.15.7 Mitigation Measures

There would be significant impacts under CEQA associated with parks, recreation, and open space. The parks, recreation, and open space-specific mitigation measures shown in Table 3.15-12 would be implemented to address impacts on parks, recreation, open space resources, and school district play areas.

Table 3.15-12 Mitigation Measures

Mitigation Measure	Alternative 1	Alternative 2	Alternative 3	Alternative 4
PR-MM#1: Provide Access to Trails during Construction	X	X	X	X
PR-MM#2: Provide Temporary Park Access	X	X	X	X
PR-MM#3: Provide Permanent Park Access	X	X	X	X
PR-MM#4: Implement Project Design Features	X	X	X	X
PR-MM#5: Implement Measures to Reduce Impacts Associated with the Relocation of Important Facilities	X	X	X	X
PR-MM#6: Minimize Construction Noise Impacts During Noise Sensitive Special Events		X		X
PR-MM#7: Design Refinements to Avoid Aboveground Park Encroachment at Tamien Park	X	X	X	

Source: Authority 2017

PR-MM#1: Provide Access to Trails during Construction

Prior to construction-related ground-disturbing activities affecting trails, the contractor will prepare a technical memorandum documenting how connections to the unaffected trail portions and nearby roadways will be maintained during construction. The contractor will provide alternative access via a temporary detour or permanent realignment of the trail using existing roadways or other public rights-of-way. This will include a detour during construction while portions of Highway 87 Bikeway North are closed. This will also include a realignment of Coyote Creek Trail under Alternatives 1, 2, and 3. The Coyote Creek Trail would be realigned under Alternatives 1 and 3 prior to construction along some sections between Forsum Road and Metcalf Road; the trail

would be replaced under Alternative 2 with a multiuse shared path between Forsum Road and Metcalf Road. The contractor will provide detour signage and lighting and alternative routes that meet public safety requirements. The technical memorandum will be submitted to the Authority for review and approval. Upon approval by the Authority, the contractor will implement the activities identified in the technical memorandum. The activities will be incorporated into the design specifications and will be a pre-condition requirement.

Increased signage may decrease visual quality of recreational areas. In addition, there is potential for additional wear and tear on access roads that are not accustomed or designed for high foot traffic. However, overall, the implementation of this measure will not trigger significant secondary environmental impacts because it will not change the scope, scale, or location of construction activities beyond those that have been described as part of the project.

PR-MM#2: Provide Temporary Park Access

Prior to construction-related ground-disturbing activities affecting park access, the contractor will prepare a technical memorandum documenting how connections to the unaffected park portions or nearby roadways will be maintained during construction. The technical memorandum will be submitted to the Authority for review and approval. Upon approval by the Authority, the contractor will implement the activities identified in the technical memorandum. The activities will be incorporated into the design specifications and will be a pre-condition requirement.

This mitigation measure will be effective in providing and maintaining alternative access to the parks, recreation, open space, and school district play area resources to reduce temporary changes to access or use of parks. Although there is potential for human annoyance to occur from delayed access to these resources, overall implementing PR-MM#2 will not result in secondary impacts. This mitigation measure will be effective in avoiding or minimizing impacts related to access to parks, recreational facilities, open space areas, and school district play areas during project construction.

PR-MM#3: Provide Permanent Park Access

During the design phase, the contractor will prepare a technical memorandum documenting how access to parks and trails will be maintained or established following completion of construction activities. The technical memorandum will be submitted to the Authority for review and approval. Upon approval by the Authority, the contractor will implement the activities identified in the technical memorandum. The activities will be incorporated into the design specifications and will be a pre-condition requirement.

This mitigation measure will be effective in providing and maintaining access to the parks, recreation, open space, and school district play area resources to reduce permanent changes to access or use of parks. Specifically, this mitigation measure will apply to Highway 87 Bikeway North; the trail will be realigned during construction, which will maintain access and use during operation. This measure will also ensure access is permanently maintained to all trail resources. Overall implementing PR-MM#3 will not result in secondary impacts. This mitigation measure will be effective in avoiding or minimizing impacts related to access to parks, recreational facilities, open space areas, and school district play areas during project construction and operation.

PR-MM#4: Implement Project Design Features

Upon approval by the Authority, the contractor will implement project design features identified in the technical memorandum prepared as part of PK-IAMF#1. The project design features will be incorporated into the design specifications and will be a pre-condition requirement.

This mitigation measure will be effective in providing and maintaining alternative access to the parks, recreation, open space, and school district play area resources to reduce temporary changes to access or use of parks. Although there is potential for human annoyance to occur from delayed access to these resources, overall implementing PR-MM#4 will not result in secondary impacts. These mitigation measure will be effective in avoiding or minimizing impacts related to access to parks, recreational facilities, open space areas, and school district play areas during project construction.

PR-MM#5: Implement Measures to Reduce Impacts Associated with the Relocation of Important Facilities

Prior to construction, the Authority would minimize impacts resulting from the acquisition, displacement, and/or relocation of key community facilities. The Authority would consult with the appropriate parties before land acquisition to assess potential opportunities to reconfigure land use and buildings or to relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to provide for relocation that allows the community currently being served to continue to use these services.

The Authority would continue to implement a comprehensive non-English speaking language outreach program as land acquisition begins. This program would facilitate the identification of approaches that would maintain continuity of operation and allow space and access for the types of services currently provided and planned for these facilities. To avoid disruption to these community amenities, the Authority would provide for reconfiguring land uses or buildings, or relocating community facilities before demolishing existing structures. The Authority would document compliance with this measure through annual reporting.

This mitigation measure will be effective in providing and maintaining alternative access to the parks, recreation, open space, and school district play area resources to reduce temporary changes to access or use of parks. Specifically, this mitigation measure will apply to Highway 87 Bikeway North; the trail will be realigned prior to construction, which will maintain access and use during construction and operation. Overall implementing PR-MM#5 will not result in secondary impacts. This mitigation measure will be effective in avoiding or minimizing impacts related to access to parks, recreational facilities, open space areas, and school district play areas during project construction and operation.

Related impacts for other resources have mitigation measures that will further reduce the likelihood for impacts on parks, recreation, open space, and school district play areas. For example, mitigation measures for noise and vibration and the potential impacts of implementing them are presented in Section 3.4. The following mitigation measures identified for other resources would be relevant for parks, recreation, open space, and school district play areas.

- AQ-MM#1: Reduce Criteria Exhaust Emissions from Construction Equipment
- AQ-MM#2: Reduce Criteria Exhaust Emissions from On-Road Construction Equipment
- AQ-MM#3: Reduce the Potential Impact of Concrete Batch Plants
- AQ-MM#4: Offset Project Construction Emissions Through an SJVAPCD Voluntary Emission Reduction Agreement (VERA)
- NV-MM#1: Construction Noise Mitigation Measures
- NV-MM#2: Construction Vibration Mitigation Measures
- NV-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines
- NV-MM#4: Support Potential Implementation of Quiet Zones by Local Jurisdictions
- NV-MM#8: Project Vibration Mitigation Measures
- SS-MM#2: Construct Temporary Access Roads and Driveways for Morgan Hill Charter School
- SS-MM#3: Construct Temporary Access Roads and Driveways for Gilroy Preparatory School

PR-MM#6: Minimize Construction Noise Impacts During Noise Sensitive Special Events

During preparation of the construction management plan, the contractor will modify the schedule of construction activity to minimize construction noise disruption of noise sensitive outdoor events (such as concerts and weddings) at the Morgan Hill Community and Cultural Center and Villa

Mira Monte. The contractor will coordinate with representatives from the Morgan Hill Community and Cultural Center and Villa Mira Monte in developing the construction management plan.

PR-MM#7: Design Refinements to Avoid Aboveground Park Encroachment at Tamien Park

This mitigation measure will apply to Tamien Park (Phase II Planned).

The current designs shall be modified to reposition the aboveground portions of the straddle bent column out of the park and reconfigure the column footing. For Alternative 4, the duct bank relocation will be repositioned to avoid park encroachment. For Alternatives 1, 2, and 3, the straddle bent column and footing will be relocated so that there would be no permanent impact to park use or operations.

During the design phase, the contractor will prepare a technical memorandum documenting how access and use of the existing and planned park will be maintained during and following completion of construction activities. The technical memorandum will be submitted to the Authority for review and approval. Upon approval by the Authority, the contractor will implement the design refinements and construction activities identified in the technical memorandum. The activities will be incorporated into the design specifications and will be a pre-condition requirement.

~~The current designs shall be modified. For Alternative 4, the duct bank relocation will be repositioned to avoid park encroachment. For Alternatives 1, 2, and 3, the straddle bent column and footing will be relocated to ensure that no aboveground structures would be within the park, such that there would be no permanent impact to park use or operations.~~

This measure will ensure access is permanently maintained to Tamien Park, both during and following construction. Overall implementing PR-MM#7 will not result in secondary impacts. This mitigation measure will be effective in avoiding or minimizing impacts related to access and use to parks, recreational facilities, open space areas, and school district play areas during project construction and operation.

3.15.8 Impact Summary for NEPA Comparison of Alternatives

As described in Section 3.15.4.3, Method for Evaluating Impacts under NEPA, the impacts of project actions under NEPA are compared to the No Project condition when evaluating the impact of the project on the resource. The determination of effect was based on the context and intensity of the change that would be generated by construction and operation of the project. Table 3.15-13 shows a comparison of the potential impacts of the project alternatives, followed by a summary of impacts.

Table 3.15-13 Comparison of Project Alternative Impacts for Parks, Recreation, and Open Space

Impacts	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Parks, Recreation, and Open Space Resources				
Impact PK#1: Temporary Changes from Noise, Vibration, and Construction Emissions on Use and User Experience of Parks, Recreational Facilities, and Open Space Resources	The use and user experience at 37 resources would be affected by noise, vibration, and air emissions. .	The use and user experience of 37 resources would be affected by noise, vibration, and air emissions. Use of the gardens at Villa Mira Monte and the amphitheater at the Morgan Hill Community and Cultural Center would be impaired by construction noise for approximately 1 year during two phases of construction (concrete pour/aerial structure and track installation) and by vibration impacts.	The use and user experience at 35 resources would be affected by noise, vibration, and air emissions.	The use and user experience at 33 resources would be affected by noise, vibration, and air emissions. Use of the gardens at Villa Mira Monte and the amphitheater at the Morgan Hill Community and Cultural Center would be impaired by construction noise for approximately 6 months during one phase of construction (track installation) and by vibration impacts.
Impact PK#2: Temporary Changes to Access or Use of Parks	Access to 11 resources would be limited during construction because of TCEs and placement of equipment.	Access to 15 resources would be limited during construction because of TCEs and placement of equipment.	Access to 13 resources would be limited during construction because of TCEs and placement of equipment.	Access to six resources would be limited during construction because of TCEs and placement of equipment.
Impact PK#3: Temporary Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of Parks, Recreation, and Open Space	Depending on location, viewers could see staging areas, worker parking, and equipment and materials storage areas. Construction of the project would not create a perceived barrier to use.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK#4: Permanent Changes Affecting Access to or Circulation in Parks, Recreational Facilities, and Open Space Resources	There would be permanent changes affecting access or circulation at Highway 87 Bikeway North, Coyote Creek Trail, and Fisher Creek Trail (Planned).	Same as Alternative 1.	Same as Alternative 1.	There would be permanent changes affecting access or circulation at Highway 87 Bikeway North and Fisher Creek Trail (Planned).

Impacts	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Impact PK#5: Permanent Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of Parks, Recreation, and Open Space Resources	There would be no permanent visual changes that would create a perceived barrier to access or use.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK#6: Permanent Acquisition of Parks, Recreation, and Open Space Resources	Construction would result in permanent acquisition of portions of nine resources. All parks and trails would remain useable with incorporation of project features and mitigation measures.	Construction would result in permanent acquisition of portions of 11 resources. All parks and trails would remain useable with incorporation of project features and mitigation measures.	Construction would result in permanent acquisition of portions of 10 resources. All parks and trails would remain useable with incorporation of project features and mitigation measures.	Construction would result in permanent acquisition of portions of eight resources. All parks and trails would remain useable with incorporation of project features and mitigation measures.
Impact PK#7: Permanent Changes from Noise and Vibration on Parks, Recreation, and Open Space Resource Character and Use	Operations would result in permanent effects from noise on Los Banos Wildlife Area. No vibration impacts would occur.	Operations would result in permanent effects from noise on Morgan Hill Community and Cultural Center and Los Banos Wildlife Area. No vibration impacts would occur.	Same as Alternative 1.	Operations would result in permanent effects from noise on Highway 87 Bikeway North, Edenvale Gardens Regional Park, Morgan Hill Community and Cultural Center, and Los Banos Wildlife Area. Permanent vibration effects would occur at Highway 87 Bikeway.
Impact PK#8: Physical Alteration of Existing Facilities or a Need to Provide New Parks or Other Recreational Facilities, the Construction of Which Could Cause Significant Environmental Impact	No new parks or other recreational facilities would need to be constructed to accommodate demand.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.

Impacts	Alternative 1	Alternative 2	Alternative 3	Alternative 4
School District Play Areas				
Impact PK#9: Temporary Changes from Exposure to Noise, Vibration, and Construction Emissions on Use and User Experience of School District Play Areas	Construction would result in temporary changes from noise, vibration, and emissions on resource use and user experience.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK#10: Temporary Changes to Access or Use of School District Play Areas	Construction would result in temporary changes to access or use.	Same as Alternative 1.	Same as Alternative 1.	No changes in access would occur.
Impact PK#11: Temporary Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of School Play Areas	Depending on location, viewers could see staging areas, worker parking, and equipment and materials storage areas. Construction of the project would not create a perceived barrier to use.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK#12: Permanent Changes Affecting Access to School District Play Areas	Construction would not result in permanent changes in access to or circulation at any school district play areas.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.
Impact PK#13: Permanent Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of School Play Areas	There would be no permanent visual changes that would create a perceived barrier to access or use.	Same as Alternative 1.	Same as Alternative 1.	Same as Alternative 1.

Impacts	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Impact PK#14: Permanent Acquisition of School District Play Areas	Construction would result in the partial acquisition of South Valley Middle School (9 percent of the total play area).	Construction would result in the partial acquisition of South Valley Middle School (22 percent of the total play area).	No school district play areas would be affected.	No school district play areas would be affected.
Impact PK#15: Permanent Changes from Noise and Vibration on School District Play Area Character and Use	No moderate or severe operational noise or vibration impacts would occur.	Same as Alternative 1.	Same as Alternative 1.	Operations would result in permanent effects from noise and vibration on Gilroy Prep School. No vibration impacts would occur.

3.15.8.1 Parks, Recreational Facilities, and Open Space Resources

Project construction would result in temporary changes from noise, vibration, and air emissions on the use and user experience of parks, recreational facilities, and open space resources. The project would generally reduce and minimize air quality impacts by using the cleanest reasonably available equipment and control measures to limit criteria pollutant emissions from construction equipment, vehicles, and concrete batch plants. The project would also require the contractor to document how federal guidelines for minimizing noise and vibration would be employed near sensitive receptors (NV-IAMF#1); and control fugitive dust emissions by requiring implementation of best management practices such as covering all materials (truck beds) transported on public roads, watering exposed graded surfaces, limiting vehicle speed on the construction site, suspending operations during high wind events, stabilizing all disturbed graded areas, wetting exterior surfaces of structures during demolition, and removing any accumulation of mud or dirt from adjacent public streets (AQ-IAMF#1). Emissions would be further reduced by limiting the types of paint to those containing VOC of less than 10 percent (low) to be used during construction (AQ-IAMF#2).

Project construction would result in temporary changes in the access to or use of parks. Access to some parks and other recreational resources would be limited during project construction because of the installation of TCEs and equipment. The project would locate and design system components, guideways, and station features to maintain safe and convenient access to and use of parks, recreational facilities, open space, and school district play areas (PK-IAMF#1). The project design also would require detours and signage so that motorists and pedestrians would continue to have access to local parks and recreation areas (TR-IAMF#2, TR-IAMF#4, and TR-IAMF#5). Project construction would result in temporary changes in the visual quality of parks, recreation, and open space resources. However, the visibility of construction activities and equipment would not prohibit users from participating in activities regularly undertaken at these resources, nor would these changes impede the use of the resources. The project would develop and implement a construction management plan that includes visual protection measures (e.g., screening techniques) designed to minimize impacts on residents and businesses (SOCIO-IAMF#1). Construction of the project would not result in permanent changes in access to or circulation in or around parks, recreation, and open space resources, as there would be no permanent change in access or circulation that would prevent the use of the resources.

Construction of the project would not result in permanent changes to the visual character of parks, recreation, and open space resources. Changes resulting from the presence of HSR infrastructure near these parks would neither prevent the use of the resources nor result in their physical deterioration. The project would apply design approaches, including visually integrating structures into communities and reducing the intrusiveness of large, elevated structures (AVR-IAMF#1), and consult with local jurisdictions to develop contextually appropriate aesthetic solutions for non-station structures (AVR-IAMF#2).

Construction of the project would necessitate permanent acquisition of parks, recreation, and open space resources. For eight resources (Reed Street Dog Park, Guadalupe River Trail, Los Gatos Creek Trail, Fuller Park, Three Creeks Trail, Coyote Creek Parkway, Coyote Creek Trail, and Morgan Hill Community and Cultural Center), portions of the properties that would be permanently acquired would be relatively small and would not result in diminished capacity for use. For Highway 87 Bikeway North, over half of the trail would be permanently acquired, resulting in a diminished capacity to use the resource. For Tamien Park, acquisition of an 0.22 acre area for a straddle bent would impede use of the planned soccer field, potentially rendering the field unusable for one of its intended purposes or resulting in smaller soccer field than planned, resulting in a diminished capacity to use the park.

HSR operations would result in permanent impacts from noise on the character and use of parks, recreational facilities, and open space resources. The new source of severe noise resulting from train operation would further degrade the user experience on the southern edge of Los Banos Wildlife Area adjacent to Henry Miller Road under all four project alternatives. The new source of severe noise resulting from train operation would also degrade the user experience at Morgan Hill

Community and Cultural Center under Alternative 2, and at Highway 87 Bikeway North, Edenvale Gardens Regional Park, and Morgan Hill Community and Cultural Center under Alternative 4. Vibration effects would result under Alternative 4 within Highway 87 Bikeway; there would no vibration effects under any other alternative.

3.15.8.2 School District Play Areas

Project construction would cause temporary impacts on the use of and user experience at school district play areas through exposure to noise, vibration, and construction emissions. However, these impacts would not prevent the use of school district play areas because the project would comply with the FTA and FRA guidelines and would implement a fugitive dust control plan.

Temporary construction-related impacts, such as TCEs and equipment staging, could impede access to or use of school district play areas. The project would provide detours and signage to avoid impacts on access and prevent school district play area users from being inconvenienced by temporary disruptions to traffic patterns. The project would implement a construction management plan to maintain user access to these resources during project construction.

Project construction could result in temporary changes in the visual quality of school district play areas. However, temporary construction impacts on aesthetics and visual quality would not impede the use of these areas, prohibit users from participating in activities regularly undertaken in these areas, or permanently affect the perceived character of such resources. Despite additional signage and construction activities, areas would still be fully accessible with only minor delayed inconvenience. Visual changes resulting from introducing construction activities and equipment into the viewsheds of all user groups would be temporary, and would be minimized with the development and implementation of a construction management plan. While the disruption of users' views from school play areas closest to project construction areas would alter the user experience, use of these resources would not be precluded. Further, users of school play areas are generally focused on their own activities, not the visual setting of the school and surrounding area. Consequently, the project would sufficiently minimize impacts on the user experience at school district play areas, and no actual or perceived barriers to use would result from project construction.

Construction of the project would not result in permanent changes in access to or circulation at any school district play areas. While access could be decreased during project construction, the project would require contractors to specify design measures to provide safe and attractive access to recreational facilities and maintain sufficient separation of HSR guideway systems from existing recreation facilities (PK-IAMF#1), and temporary disruptions would be restored upon completion of construction activities.

The presence of HSR infrastructure would not result in permanent visual changes on the character of school district play areas because visual changes from HSR infrastructure near schools would neither prevent the use of school district play areas nor result in their physical deterioration. The project would adopt design standards and a design review process to integrate HSR infrastructure into the visual setting.

Construction would result in the permanent acquisition of school district play areas from San Martin/Gwinn Elementary School in San Martin under Alternative 2, and from South Valley Middle School in Gilroy under Alternatives 1 and 2. No property would be acquired under Alternatives 3 or 4. Under Alternative 2, acquisition of 12.3 percent of the total play area would reduce the total play area available for use and would make the track no longer usable at South Valley Middle School.

Train operations would result in permanent changes to the character and use of school district play areas from noise. The noise analysis found that operation of the project would not generate vibration impacts at any school district play areas. In addition, no moderate or severe permanent noise impacts would occur at any of the school play areas within the RSA under Alternatives 1, 2, and 3. However, Alternative 4 would result in moderate noise impacts at Gilroy Prep School.

3.15.9 CEQA Significance Conclusions

As described in Section 3.15.4.4, the impacts of project actions under CEQA are evaluated against thresholds to determine whether a project action would result in no impact, a less-than-significant impact, or a significant impact. Table 3.15-14 shows the CEQA significance determinations for each impact discussed in Section 3.15.6, Environmental Consequences. A summary of the significant impacts, mitigation measures, and factors supporting the significance conclusion after mitigation follows the table.

Table 3.15-14 CEQA Significance Conclusions and Mitigation Measures for Parks, Recreation, and Open Space

Impacts	Impact Description and CEQA Level of Significance before Mitigation	Mitigation Measure	CEQA Level of Significance after Mitigation
Parks, Recreation, and Open Space Resources			
Impact PK#1: Temporary Changes from Noise, Vibration, and Construction Emissions on Use and User Experience of Parks, Recreational Facilities, and Open Space Resources	Less than significant for Alternatives 1 and 3: The project would comply with FTA and FRA guidelines for minimizing construction noise and vibration impacts when work is conducted within 1,000 feet of sensitive receptors. Use of the resource would not be prevented.	No mitigation measures are required.	N/A
	Significant for Alternative 2: Project construction would disturb use of Villa Mira Monte and the amphitheater during two phases of construction (concrete pour/aerial structure and track installation) (lasting approximately 1 year), despite project actions to minimize noise and vibration impacts.	NV-MM#1: Construction Noise Mitigation Measures NV-MM#2: Construction Vibration Mitigation Measures PR-MM#6: Minimize Construction Noise Impacts During Noise Sensitive Special Events	Less than Significant
	Significant for Alternative 4: Project construction would disturb use of Villa Mira Monte and the amphitheater during one phase of construction (track installation) (lasting approximately 6 months), despite project actions to minimize noise and vibration impacts.	NV-MM#1: Construction Noise Mitigation Measures NV-MM#2: Construction Vibration Mitigation Measures PR-MM#6: Minimize Construction Noise Impacts During Noise Sensitive Special Events	Less than Significant

Impacts	Impact Description and CEQA Level of Significance before Mitigation	Mitigation Measure	CEQA Level of Significance after Mitigation
Impact PK#2: Temporary Changes to Access or Use of Parks	Significant for all project alternatives: Access would be limited during project construction to some parks and other recreational resources because of the installation of TCEs and equipment. Project actions to maintain safe and continuous access to parks and other recreational resources would not guarantee access during construction.	PR-MM#1: Provide Access to Trails during Construction PR-MM#2: Provide Temporary Park Access PR-MM#4: Implement Project Design Features PR-MM#7: Design Refinements to Avoid Aboveground Park Encroachment at Tamien Park	Less than Significant
Impact PK#3: Temporary Changes in Visual Quality of Parks, Recreation, and Open Space Resources That Could Create a Perceived Barrier to Access or Continued Use	Less than significant for all project alternatives: Depending on location, viewers could see staging areas, worker parking, and equipment and materials storage areas; however, use of the parks would not be affected by construction of the project.	No mitigation measures are required.	N/A
Impact PK#4: Permanent Changes Affecting Access to or Circulation in Parks, Recreational Facilities, and Open Space Resources	Significant for all project alternatives: There would be permanent changes affecting access or circulation at Highway 87 Bikeway North, Coyote Creek Trail (Alternatives 1, 2, and 3 only), and Fisher Creek Trail (Planned).	PR-MM#3: Provide Permanent Park Access	Less than Significant
Impact PK#5: Permanent Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of Parks, Recreational, Open Space Resources	Less than significant for all project alternatives: There would be no permanent visual changes that would create a perceived barrier to access or use.	No mitigation measures are required.	Not applicable

Impacts	Impact Description and CEQA Level of Significance before Mitigation	Mitigation Measure	CEQA Level of Significance after Mitigation
Impact PK#6: Permanent Acquisition of Parks, Recreation, and Open Space Resources	Significant for all project alternatives: The impact under CEQA would be significant for permanent acquisitions of portions of Highway 87 Bikeway North (55 percent) and Tamien Park (Phase II Planned) (0.06%) because land acquisitions would result in a diminished capacity to use the resource.	PR-MM#3: Provide Permanent Park Access PR-MM#5: Implement Measures to Reduce Impacts Associated with the Relocation of Important Facilities PR-MM#7: Design Refinements to Avoid Aboveground Park Encroachment at Tamien Park	Less than Significant
Impact PK#7: Permanent Changes from Noise and Vibration on Parks, Recreation, and Open Space Resource Character and Use	Significant for all project alternatives: The new source of severe noise resulting from train operations would substantially degrade the user experience at Los Banos Wildlife Area. Alternative 2 would also impact the outdoor amphitheater at Morgan Hill Community and Cultural Center, while Alternative 4 would impact the user experience at Highway 87 Bikeway, Edenvale Gardens Regional Park, and Morgan Hill Community and Cultural Center. Alternative 4 would also result in vibration impacts at Highway 87 Bikeway.	NV-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines NV-MM#4: Support Potential Implementation of Quiet Zones by Local Jurisdictions NV-MM#8: Project Vibration Mitigation Measures	Less than Significant
Impact PK#8: Physical Alteration of Existing Facilities or a Need to Provide New Parks or Other Recreational Facilities, the Construction of Which Could Cause Significant Environmental Impact	Less than significant for all project alternatives: Increased demand for parks or recreational facilities would not result in the need to provide new parks or other recreational facilities.	No mitigation measures are required.	N/A

Impacts	Impact Description and CEQA Level of Significance before Mitigation	Mitigation Measure	CEQA Level of Significance after Mitigation
School District Play Areas			
Impact PK#9: Temporary Changes from Exposure to Noise, Vibration, and Construction Emissions on Use and User Experience of School District Play Areas	Less than significant for all project alternatives: Project construction would not require temporary use of school district play areas and would not result in any direct or indirect noise, vibration, or air quality impacts that would degrade or preclude use of the play areas.	No mitigation measures are required.	N/A
Impact PK#10: Temporary Changes to Access or Use of School District Play Areas	Less than significant for Alternatives 1, 2, and 3: Temporary construction impacts on access and traffic, such as road closures and other disruptions, would be minimized by providing for detours and signage so that motorists and pedestrians would continue to have access to school district play areas.	No mitigation measures are required.	N/A
	No impact for Alternative 4: No changes in access would occur at school district play areas during construction.	No mitigation measures are required.	N/A
Impact PK#11: Temporary Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of School Play Areas	Less than significant for all project alternatives: Depending on location, viewers could see staging areas, worker parking, and equipment and materials storage areas; however, use of school play areas would not be affected by construction of the project.	No mitigation measures are required.	N/A
Impact PK#12: Permanent Changes Affecting Access to School District Play Areas	Less than significant for all project alternatives: There would be no permanent changes in access to or circulation at any of the school district play areas.	No mitigation measures are required.	N/A

Impacts	Impact Description and CEQA Level of Significance before Mitigation	Mitigation Measure	CEQA Level of Significance after Mitigation
Impact PK#13: Permanent Visual Changes That Could Create a Perceived Barrier to Access or Continued Use of School Play Areas	Less than significant for all project alternatives: There would be no permanent visual changes that would create a perceived barrier to access or use.	No mitigation measures are required.	N/A
Impact PK#14: Permanent Acquisition of School District Play Areas	Less than significant for Alternatives 1, 3, and 4: Portions of resources that would be permanently acquired would be relatively small and would not result in diminished capacity for use.	No mitigation measures are required.	N/A
	Significant for Alternative 2: Acquisition of 12.3 percent of the total play area would constitute a substantial reduction in the total play area available for use at South Valley Middle School.	PR-MM#5: Implement Measures to Reduce Impacts Associated with the Relocation of Important Facilities	Significant and Unavoidable
Impact PK#15: Permanent Changes from Noise and Vibration on School District Play Area Character and Use	Less than significant for Alternatives 1, 2, and 3: The project (NV-IAMF#1) would implement noise and vibration minimization measures, which would minimize impacts such that user experience would not be substantially affected. No vibration impacts would result.	No mitigation measures are required.	N/A
	Significant for Alternative 4: The new source of severe noise resulting from train operations would substantially degrade the user experience at Gilroy Prep School. No vibration impacts would result.	NV-MM#3: Implement Proposed California High-Speed Rail Project Noise Mitigation Guidelines NV-MM#4: Support Potential Implementation of Quiet Zones by Local Jurisdictions	Less than Significant

CEQA = California Environmental Quality Act

Impact PK#1: Temporary Changes from Noise, Vibration and Air Emissions on Use and User Experience of Parks, Recreational Facilities, and Open Space Resources

Alternative 2

There would be a significant impact under CEQA for Alternative 2 from temporary changes caused by noise, vibration, and air emissions on use and user experience of parks, recreational facilities, and open space resources. Construction of the project would impair use of the gardens at Villa Mira Monte and the amphitheater at the Morgan Hill Community and Cultural Center during two phases of construction (concrete pour/aerial structure and track installation). Track installation and concrete pour/aerial structure activities would each last approximately 6 months in the vicinity of the community center, resulting in approximately one year under Alternative 2 where the amphitheater would not be useable. Use of the amphitheater would be disturbed by indirect construction impacts under Alternative 2 to the extent that amphitheater use during construction hours likely would not be feasible.

To minimize these impacts, the Authority would implement mitigation measures to minimize project construction noise and vibration impacts at Villa Mira Monte and Morgan Hill Community and Cultural Center. NV-MM#1 involves compliance with the noise limits (an 8-hour L_{eq} , dBA of 80 during the day and 70 at night for residential land use, 85 for both day and night for commercial land use, and 90 for both day and night for industrial land use) where a noise-sensitive receptor is present. The contractor would be given the flexibility to meet the FRA construction noise limits in the most efficient and cost-effective manner. NV-MM#2 involves compliance with the vibration reduction methods. When a construction scenario has been established, the contractor would conduct pre-construction surveys at locations within 50 feet of pile driving to document the existing condition of buildings in case vibration damage is reported during or after construction. The contractor would arrange for the repair of damaged buildings or would pay compensation to the property owner.

Additionally, PR-MM#6 would minimize construction noise impacts during noise sensitive special events. The contractor would be required to coordinate with representatives from Morgan Hill Community and Cultural Center and Villa Mira Monte to modify construction as necessary (which may include scheduling modifications) to avoid construction noise disruption of noise sensitive outdoor events (such as concerts and weddings).

These mitigation measures would be effective because construction would be modified to enable special events to occur at these two locations. Therefore, the impact would be less than significant under CEQA.

Alternative 4

There would be a significant impact under CEQA for Alternative 4 from temporary changes caused by noise, vibration, and air emissions on use and user experience of parks, recreational facilities, and open space resources. Construction of the project would impair use of the gardens at Villa Mira Monte and the amphitheater at the Morgan Hill Community and Cultural Center during one phase of construction (track installation), even with project actions to minimize noise and vibration impacts. Track installation activities would last approximately 6 months in the vicinity of these resources. Use of the gardens at Villa Mira Monte and the amphitheater at Morgan Hill Community and Cultural Center would be impaired by indirect construction impacts under Alternative 4. This construction activity would only occur for approximately 6 months, and construction would not be directly in front of the Villa Mira Monte or the community center during the entire 6 months; it would be more spread out in the general vicinity of these resources. This would mean that construction noise levels would not be constantly above the noise threshold, but could still disrupt special events.

The Authority would also implement mitigation measures to minimize project construction noise and vibration impacts at Villa Mira Monte and Morgan Hill Community and Cultural Center. NV-MM#1 involves compliance with the noise limits (an 8-hour L_{eq} , dBA of 80 during the day and 70 at night for residential land use, 85 for both day and night for commercial land use, and 90 for both day and night for industrial land use) where a noise-sensitive receptor is present. The contractor would be given the flexibility to meet the FRA construction noise limits in the most

efficient and cost-effective manner. NV-MM#2 involves compliance with the vibration reduction methods. When a construction scenario has been established, the contractor would conduct pre-construction surveys at locations within 50 feet of pile driving to document the existing condition of buildings in case vibration damage is reported during or after construction. The contractor would arrange for the repair of damaged buildings or would pay compensation to the property owner.

Additionally, PR-MM#6 would minimize construction noise impacts during noise sensitive special events. The contractor would be required to coordinate with representatives from Morgan Hill Community and Cultural Center and Villa Mira Monte to modify construction as necessary (which may include scheduling modifications) to avoid construction noise disruption of noise sensitive outdoor events (such as concerts and weddings).

These mitigation measures would be effective because construction would be modified to enable special events to occur at these two locations. Therefore, the impact would be less than significant under CEQA.

Impact PK#2: Temporary Changes to Access or Use of Parks

The impact under CEQA would be significant for all project alternatives. Access to some parks and other recreational resources would be limited during project construction because of the installation of TCEs and equipment. Connectivity of trail segments within Guadalupe River Trail, Highway 87 Bikeway, Three Creeks Trail (Planned), and Fisher Creek Trail (Planned), cannot be guaranteed during project construction. In addition, portions of Highway 87 Bikeway North would be closed during construction, for approximately 6 months.

The Authority would implement mitigation measures to minimize impacts on access or use of parks. PR-MM#1 involves alternative access via a temporary detour of the trail using existing roadways or other public rights-of-way, which will include a detour for Highway 87 Bikeway North. This will also include a realignment of Coyote Creek Trail under Alternatives 1, 2, and 3. Coyote Creek Trail would be realigned under Alternatives 1 and 3 prior to construction along some sections between Forsum Road and Metcalf Road; the trail would be replaced under Alternative 2 with a multiuse shared path between Forsum Road and Metcalf Road. This would allow the entire trail to remain usable during project construction and operation. Detour signage and lighting would be provided, and alternative routes would meet public safety requirements. Additionally, PR-MM#2 involves maintaining connections to unaffected park portions or nearby roadways during construction. PR-MM#4 would make certain the project design features from the technical memorandums are implemented. These actions would be documented in technical memorandums prepared by the Contractor that would be submitted to the Authority for review and approval. Upon approval by the Authority, the contractor would implement the activities identified in the technical memorandums. The activities would be incorporated into the design specifications and would be a pre-condition requirement. PR-MM#7 would require design refinements of the straddle bent in Tamien Park to avoid aboveground park encroachment under Alternatives 1, 2, and 3 and provide for access to Tamien Park during construction of the project.

The mitigation measures would be effective because the contractor would be required to maintain access during construction, allowing the resources to remain usable during project construction. Therefore, the impact would be less than significant under CEQA.

Impact PK#4: Permanent Changes Affecting Access to or Circulation in Parks, Recreational Facilities, and Open Space Resources

The impact would be significant under CEQA for Highway 87 Bikeway North and Fisher Creek Trail (Planned) under all four alternatives, and for Coyote Creek Trail under Alternatives 1, 2, and 3 because there would be permanent changes in access to or circulation at these resources that would prevent the use of the resources if not realigned.

The Authority would implement mitigation measures to minimize impacts from permanent change in access or circulation. PR-MM#3 would require the contractor to prepare a technical memorandum documenting how access to and use of disrupted trails would be maintained. The

technical memorandum would be submitted to the Authority for review and approval. Upon approval by the Authority, the contractor would implement the activities identified in the technical memorandum. Through these actions, the contractor would be required to realign the resources prior to the start of construction activities, which would maintain access and use during construction and operation.

The mitigation measure would be effective because the contractor would be required to realign the affected portions of the resources, allowing the resources to remain usable during operation. Therefore, the impact would be less than significant under CEQA.

Impact PK#6: Permanent Acquisition of Parks, Recreation, and Open Space Resources

The impact would be significant under CEQA for Highway 87 Bikeway North under all four project alternatives (55 percent) and for Tamien Park under Alternatives 1, 2, and 3 (6.3 percent) because the land that would be acquired would result in a diminished capacity to use the resource. In addition, this permanent acquisition would require that the Highway 87 Bikeway North trail be permanently realigned in order to maintain access and use.

The Authority would implement mitigation measures to minimize impacts from permanent acquisition. PR-MM#3 would require the contractor to prepare a technical memorandum documenting how access to parks and use of disrupted trails would be maintained. The technical memorandum would be submitted to the Authority for review and approval. Upon approval by the Authority, the contractor would implement the activities identified in the technical memorandum. Through these actions, the contractor would be required to realign the bikeway during construction, which would maintain access and use during operation. Under Alternatives 1, 2, and 3, near the Tamien Caltrain Station, the bikeway would be shifted slightly to the west at a few locations to avoid the new columns required to support the viaduct, the new tracks, retaining wall, and bridge reconstruction. Under Alternative 4, permanent realignment to the west would be required at Almaden Expressway due to track shifts. PR-MM#5 involves consultation with the appropriate parties before land acquisition to assess potential opportunities to reconfigure land use or to relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to provide for relocation that allows the community currently being served to continue to use these services. PR-MM#7 would require design refinements during the design phase to avoid aboveground park encroachments that would diminish use of facilities, specifically Tamien Park under Alternatives 1, 2, and 3.

The mitigation measures would be effective because the contractor would be required to realign the affected portions of the bikeway during construction, allowing the bikeway to remain usable during project operation. Therefore, the impact would be less than significant under CEQA.

Impact PK#7: Permanent Changes from Noise and Vibration on Parks, Recreation, and Open Space Resource Character and Use

The impact would be significant under CEQA for Los Banos Wildlife Area under all four project alternatives, at Morgan Hill Community and Cultural Center under Alternative 2, and at Highway 87 Bikeway North, Edenvale Gardens Regional Park, and Morgan Hill Community and Cultural Center under Alternative 4, because the new source of noise resulting from project operations, including train operation and maintenance activities, could interfere with use of the outdoor amphitheater at the Morgan Hill Community and Cultural Center and degrade the user experience in the park resources. In addition, vibration impacts would occur at Highway 87 Bikeway under Alternative 4. The Authority would implement mitigation measures to minimize noise and vibration impacts at each of the affected park resources. NV-MM#3 involves the installation of sound barriers that can achieve between a 5- and 15-decibel (dB) reduction in noise, depending on their height and location relative to the tracks. NV-MM#8 would include a variety of potential vibration procedures, including changing the location and design of special trackwork, vehicle suspension, special track support systems, trenches, or buffer zones. NV-MM#4 involves establishing Quiet Zones, which would eliminate the requirement for all trains to routinely sound their warning horns when approaching at-grade highway/rail crossings. HSR would assist local communities with this process through the installation of four-quad gates and channelization at all at-grade crossings

without them presently on the Project Section, which will help cities to implement quiet zones, should they choose to do so.

The mitigation measures would be effective because of the installation of sound walls, implementation of vibration-reducing procedures, and the option to establish Quiet Zones to minimize impacts on the extent that the user experience would not be substantially affected. Therefore, the impact would be less than significant under CEQA. The potential increase in visitor use at parks and recreational facilities within 0.5 mile of the two stations would not be sufficient to create physical deterioration.

Impact PK#14: Permanent Acquisition of School District Play Areas

Alternative 2

The impact would be significant under CEQA at South Valley Middle School under Alternative 2 because acquisition of 12 percent of the total play area would represent a substantial reduction in the total play area available for use.

The Authority would implement mitigation measures to minimize impacts from permanent acquisition. PR-MM#5 involves consultation with the appropriate parties before land acquisition to assess potential opportunities to reconfigure land use or to relocate affected facilities, as necessary, to minimize the disruption of facility activities and services, and also to provide for relocation that allows the community currently being served to continue to use these services.

While coordination between the Authority and appropriate parties to implement measures to reduce impacts associated with the acquisition of parks, recreational facilities, and open space resources could reduce disturbance of resources, it is uncertain whether impacts could be avoided or minimized. Therefore, the impact would be significant and unavoidable under CEQA.

Impact PK#15: Permanent Changes from Noise and Vibration on School District Play Area Character and Use

Alternative 4

The impact would be significant under CEQA for Gilroy Prep School because the new source of noise resulting from project operations, including train operation and maintenance activities, could interfere with use of the school play areas and degrade the user experience in the play areas. The Authority would implement mitigation measures to minimize noise impacts at each of the affected park resources. NV-MM#3 involves the installation of sound barriers that can achieve between a 5- and 15-dB reduction in noise, depending on their height and location relative to the tracks.

The mitigation measure will be effective because of the installation of sound walls to minimize impacts to the degree that the user experience will not be substantially affected. NV-MM#4 involves establishing Quiet Zones, which would eliminate the requirement for all trains to routinely sound their warning horns when approaching at-grade highway/rail crossings. HSR would assist local communities with this process through the installation of four-quadrant gates and channelization at all at-grade crossings without them presently on the Project Section, which will help cities to implement quiet zones, should they choose to do so. Therefore, the impact would be less than significant under CEQA.