

Chapter 15 Recreation

This chapter describes the physical environment, recreation facilities, and associated recreation activities and opportunities that could be affected by implementing the BDCP alternatives in the study area (Plan Area) (Figure 1-9). Chapter 30, *Growth Inducement and Other Indirect Effects*, Section 30.3.2, provides a discussion of potential specific growth-related effects on recreation in the Delta and State Water Project (SWP) and Central Valley Project (CVP) Export Service Areas, including a discussion of participation in Delta recreation.

15.0 Summary Comparison of Alternatives

A summary comparison of important recreation impacts is provided in Figure 15-0. This figure provides information on the magnitude of the most pertinent and quantifiable recreation impacts that are expected to result from implementation of the alternatives. Important impacts to consider include displacement of existing recreation facilities and the reduction of recreation opportunities.

As depicted in Figure 15-0, construction of some alternatives would result in the displacement of existing well-established recreation facilities available for public access. Alternative 9 would result in the greatest number of recreation sites (six) displaced by the water conveyance facilities. Alternatives 1A, 1C, 2A, 2B, 2C, 3, 5, 6A, 6C, 7, and 8 would result in the displacement of no recreation sites. Alternatives 4, 4A, 2D, and 5A would result in the displacement of two recreation sites.

Each alternative, with the exception of the No Action Alternative, would reduce recreation opportunities at some sites as a result of the construction of the water conveyance facilities. Alternatives 1B, 2B, and 6B would result in the greatest number of sites (18) with reduced opportunities. Alternative 9 would result in reduced opportunities at the fewest sites, three. Alternatives 4, 4A, 2D, and 5A would result in the reduction of recreation opportunities at eight sites.

Table ES-8 in the Executive Summary provides a summary of all impacts disclosed in this chapter.

15.1 Environmental Setting/Affected Environment

15.1.1 Potential Environmental Effects Area

15.1.1.1 Description of Existing Conditions in the Study Area

The Delta, Yolo Bypass, and Suisun Marsh contain numerous parks, extensive public lands, and many interconnected rivers, sloughs, and other waterways that offer diverse recreation opportunities. Privately owned commercial marinas and resorts allow access to the waterways and a variety of other recreational opportunities and services. Private lands also provide several recreational opportunities, particularly hunting. Figure 15-1 identifies public and private recreational facilities in and near the study area.

1 **Mitigation Measure NOI-1b: Prior to Construction, Initiate a Complaint/Response**
 2 **Tracking Program**

3 Please refer to Mitigation Measure NOI-1b in Chapter 23, *Noise*, Alternative 1A, Impact NOI-1.

4 **Impact REC-3: Result in Long-Term Reduction of Recreational Navigation Opportunities as a**
 5 **Result of Constructing the Proposed Water Conveyance Facilities**

6 **NEPA Effects:** Changes to boat passage and navigation on the Sacramento River and other
 7 waterways in the study area, including direct effects on boat passage related to the creation of
 8 obstructions and associated boat traffic delays, would occur during construction of Alternative 4.
 9 Construction of the three intakes would involve installation of cofferdams in the waterways and the
 10 use of barges, barge-mounted cranes, or other large waterborne equipment, which could affect
 11 navigation for recreationists. Construction of the temporary barge unloading facilities and siphons
 12 would also affect navigation for recreationists. Alternative 4 also would involve construction and
 13 operation of an operable barrier at the head of Old River (Mapbook Figure M15-4).

14 **Intakes**

15 To allow for construction of intakes, cofferdams would be constructed within the river channel. The
 16 cofferdams would vary in size according to intake location, but would range from 740 to 2,440 feet
 17 in length and would extend into the river channel up to 85 feet, depending on location. This would
 18 include a 25-foot buffer zone around each cofferdam. Although boats would be unable to use the
 19 portion of the waterway where construction was occurring, the river in the vicinity of the intake
 20 construction sites would remain open to boat passage at all times. The river is approximately 500–
 21 700 feet wide near the proposed intakes, which would leave most of the channel width
 22 (approximately 380–580 feet) open to boat passage, providing ample room for the boat traffic
 23 observed to occur in the area to pass without difficulty and minimizing possible traffic congestion.

24 Temporary in-water construction zone restrictions would be in place. These measures would
 25 include a speed-restricted zone extending upstream and downstream of river construction areas to
 26 reduce wake and maintain a safe work area in the vicinity of the construction activities. Site-specific
 27 safety features, including determination of the speed-restriction zone would be developed under the
 28 Mitigation Measure TRANS-1a that involves the BDCP proponents developing and implementing
 29 site-specific construction traffic management plans, including waterway navigation elements and
 30 providing notification of construction activities in waterways. Within the speed-restricted zones
 31 around the intake areas, high-speed recreation (e.g., waterskiing, wakeboarding, and tubing) would
 32 effectively be eliminated. Mitigation Measure TRANS-1a also involves providing notification of
 33 construction activities in waterways to ensure information about construction site location(s),
 34 construction schedules, and identification of no-wake zone and/or detours is posted at Delta
 35 marinas and public launch ramps.

36 Direct effects on boat passage and navigation on the Sacramento River would result from
 37 construction of the intakes. Effects could include reduced access and delays to boat passage and
 38 navigation related to the narrower available river width and temporary reduced-speed zones.
 39 However, boat passage volume along the corridor of the Sacramento River where intakes are
 40 proposed is low. Water-based recreational activities such as waterskiing, wakeboarding, tubing, or
 41 fishing are also low, but effectively would be eliminated in the vicinity of the intakes for the duration
 42 of construction (up to 4 years at each intake location). However, implementation of separate, non-
 43 environmental commitments as set forth in Appendix 3B, *Environmental Commitments, AMMs, and*