Chapter 15
Recreation

15.1 Summary Comparison of the Proposed Project

This chapter provides the results of the assessment of the incremental recreation impacts that would result if the changes to the project footprint as described in Chapter 3, *Project Description*, are constructed. The focus of this assessment is to compare the impacts on recreation previously determined for the approved project with how those impacts may either increase or decrease as a result of implementing the proposed changes to the water conveyance facilities. This incremental analysis addresses whether the proposed project, compared with the approved project, would lead to any new significant environmental effects or to any substantial increase in the severity of previously identified significant effects. The incremental difference between the original impacts and the newly anticipated impacts are compared with the impact determinations described for the approved project in the Final EIR/EIS.

The incremental impacts attributable the proposed project when compared with impacts of the approved project include a decrease in adverse impacts on recreation opportunities provided by public and private recreation facilities and a decrease in adverse impacts on recreational boating.

15.2 Environmental Setting/Affected Environment

15.2.1 Affected Environment

The environmental setting for recreation resources that would be affected by construction and operation of the proposed project is similar to what is described in Final EIR/EIS Chapter 15, *Recreation*, Section 15.1, *Environmental Setting/Affected Environment.* The Final EIR/EIS provides a discussion of the existing recreation opportunities and facilities in the study area, which includes 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 recreation opportunities and services. Private lands also provide several recreation opportunities, particularly hunting. The modifications to the approved project would be located entirely within the previously analyzed project area; therefore, the Existing Conditions have not changed.

15.3 Environmental Consequences

This section describes the potential effects of the modifications to the approved project on recreation resources and opportunities. The focus of this assessment is on determining the incremental effects on recreation resources attributable to these modifications. With the exception of focusing on the incremental effects, the methods of analysis and determination of effects is the same as indicated in the Final EIR/EIS. These methods are also described below.

Where mitigation measures identified in the Final EIR/EIS remain sufficient, such sufficiency is noted.

The effects of the proposed project on recreation were evaluated using the using the same methods as reported in the Final EIR/EIS. These assessment methods and the steps followed for determining recreation effects are included in Final EIR/EIS Chapter 15, *Recreation.*

15.3.1 Effects and Mitigation Approaches

The following discussion provides the results of the assessment of the incremental impacts on recreation that would result from the changes in the footprint of the water conveyance under the proposed project. Some environmental impacts would not change from the conclusions for the approved project disclosed in the Final EIR/EIS and, consequently, as such are not repeated in this chapter. This chapter does not address impacts driven by (1) operation of the California WaterFix, (2) implementation of Environmental Commitments, and (3) cumulative impacts.

15.3.1.1 No Action Alternative

Under the No Action Alternative, the new Byron Tract Forebay, reusable tunnel material (RTM) storage, and other footprint changes described for the proposed project would not occur. For the purposes of this Supplemental EIR/EIS, the No Action Alternative, against which this proposed project is compared, is consistent with the No Action Alternative Early Long-Term in the Final EIR/EIS. No differing effects on recreation would result along the proposed project alignment from what was previously described in the No Action Alternative Early Long-Term in the Final EIR/EIS if the No Action Alternative were to occur.

15.3.1.2 Proposed Project

Impact REC-1: Permanent Displacement of Existing Well-Established Public Use or Private Commercial Recreation Facility Available for Public Access as a Result of the Location of Proposed Water Conveyance Facilities

NEPA Effects: The extent of the permanent displacement of public use or private commercial recreation areas located within the Delta under the proposed project would be similar but less than that described for the approved project in Final EIR/EIS Section 15.3.4.2, *Alternative 4A.* Construction of the Byron Tract Forebay under the proposed project would help reduce the impact on recreation activities on and near Clifton Court Forebay's south embankment as described for the approved project. The impacts on Clifton Court Forebay would be avoided because under the proposed action the forebay would no longer be divided into northern and southern cells and would not be extended to the south. Other potential recreation impacts along the alignment of the water conveyance facility would be reduced as the DWR ponds currently used for water ski instruction and hound racing would no longer be directly affected because, under the proposed project, these sites would no longer be used to store RTM. As described in detail for the approved project, construction of the water conveyance facilities under the proposed project would not result in an adverse effect on public use or private commercial recreation facilities because none of these facilities would be permanently displaced.

CEQA Conclusion: The extent of permanent displacement of public use or private commercial recreation areas under the proposed project would be the less than that discussed for the approved project because, although the type and alignment of the water conveyance facilities are similar, the impacts on recreation at Clifton Court Forebay would be reduced under the proposed project. The proposed project would not result in the permanent displacement of well-established public use or private commercial recreation facilities available for public access. This impact on these facilities would be the same as that for the approved project and would be less than significant. No mitigation for permanent loss is required.

Incremental Impact: The impact on recreation associated with permanent displacement of public use or private commercial recreation areas as a result of the proposed project would be less than that under the approved project because impacts at Clifton Court Forebay would be reduced. By reducing the severity of the impact on recreation opportunities at Clifton Court Forebay, there would be a beneficial incremental change under the proposed project. The impact under the proposed project would remain less than significant. No mitigation is required.

Impact REC-2: Result in Long-Term Reduction of Recreation Opportunities and Experiences as a Result of Constructing the Proposed Water Conveyance Facilities

NEPA Effects: The extent of the long-term reduction of recreation experiences within the Delta as a result of construction the water conveyance facilities under the proposed project would be similar to that described for the approved project. One recreation site, Cosumnes River Preserve, would be located within the construction footprint and eight recreation sites or areas (Clifton Court Forebay, Tower Park Marina Resort, Stone Lakes National Wildlife Refuge, Clarksburg Boat Launch, Wimpy's Marina, Delta Meadows, Bullfrog Landing Marina, and Lazy M Marina) would be located within the 1,200- to 1,400-foot indirect impact area. The change in the footprint of the proposed project would not affect the previously disclosed impacts on these facilities. Potential indirect effects on recreation include loss of access, construction noise, and changes in the visual character of the area surrounding the recreation sites.

The impacts on recreation sites and or areas from the proposed project remain similar to those discussed for the approved project in the Final EIR/EIS Section 15.3.4.2, *Alternative 4A—Dual Conveyance with Modified Pipeline/Tunnel and Intakes 2, 3, and 5 (9,000 cfs; Operational Scenario H).*

The change in the RTM footprint on Bouldin Island for the proposed project creates a new impact at one recreation site, Tower Park Marina Resort. Under the approved project, RTM would be placed on Bouldin Island, south of Tower Park Marina Resort and would not be within direct view of the Resort.

Placement of RTM on Bouldin Island would not directly impact recreation at the Tower Park Marina Resort as there would be no in-water activity and the Tower Park Marina Resort does not require access to Bouldin Island. Negative effects on recreation from introduction of noise and light in the vicinity of the marina may occur however the views from the marina are not expected to change because the Bouldin Island levees would block views of the RTM storage areas.

As a result of the not dredging and expanding Clifton Court Forebay impacts on recreation occurring at the forebay would be reduced. The proposed Byron Tract Forebay would be constructed to the northwest of Clifton Court Forebay and would not directly impact Clifton Court Forebay or its recreation opportunities. However, the new forebay would be within the 1,200- to 1,400-foot recreation indirect impact area. On-water recreation opportunities not associated with formal

recreation sites could be affected by the introduction of noise and light during the construction period. The quality of recreation opportunities in the vicinity of the new forebay may be adversely affected by noise and changes in visual character.

Recreation opportunities, would not be directly adversely affected by the new Byron Tract Forebay. Construction of the Byron Tract Forebay could still cause noise and visual disturbances as a result of its proximity, which could deter from adjacent recreation opportunities. These disturbances are anticipated to be less than those described for the approved project in the Final EIR/EIS.

Overall, the construction of water conveyance facilities under the proposed project would result in less disruption to recreation opportunities than the approved project. Indirect effects on recreation experiences may occur as a result of impaired access, construction noise, or negative visual effects. Overall, construction and geotechnical exploration may occur year-round and last from 2.5 to 11 years which may result may result in a long-term reduction of recreation opportunities or experiences. Mitigation Measures REC-2, BIO-75, AES-1a, AES-1b, AES-1c, AES-1d, AES-1e, AES-1f, AES-1g, AES-4a, AES-4b, AES-4c, AES-4d, TRANS-1a, TRANS-1b, TRANS-1c, NOI-1a, and NOI-1b have been adopted and address adverse effects on recreation resulting from introduction of noise and light and the loss of access. However, due to the length of time that construction would occur and the dispersed effects across the Delta, the direct and indirect effects related to temporary disruption of existing recreational activities at facilities within the impact area would be adverse.

CEQA Conclusion: Construction of the proposed project intakes and related water conveyance facilities would result in permanent and long-term (i.e., lasting more than 2 years) impacts on well-established recreation opportunities and experiences in the project area similar to the approved project because of access, noise, and visual setting disruptions that could result in loss of public use. These impacts would occur year-round. The mitigation measures listed below, in combination with environmental commitments, would reduce some construction-related impacts by compensating for effects on wildlife habitat and species; minimizing the extent of changes to the visual setting, including nighttime light sources; manage construction-related traffic; and implementing noise reduction and complaint tracking measures. However, the level of impact would not be reduced to a less-than-significant level because it is not certain the mitigation would reduce the level of these impacts to less than significant in all the instances occurring within the entire study area. Therefore, these impacts related to access, noise, and visual setting disruptions would be similar to the impacts of the approved project and would be significant and unavoidable.

Incremental Impact: The modifications to the footprint of the water conveyance facilities under the proposed project would result in indirect impacts on one additional recreation site located adjacent to Bouldin Island and would reduce impacts on recreation at Clifton Court Forebay. Overall, the impacts on recreation opportunities between the proposed project and the approved project would be very similar and no substantial incremental change would result. Mitigation measures set forth below would reduce some construction-related impacts; however, the level of impact would not be reduced to a less-than-significant level and would remain significant and unavoidable.

Mitigation Measure REC-2: Provide Alternative Bank Fishing Access Sites

Please see Mitigation Measure REC-2 under Impact REC-2 in Final EIR/EIS Chapter 15, *Recreation*

Mitigation Measure BIO-75: Conduct Preconstruction Nesting Bird Surveys and Avoid Disturbance of Nesting Birds

Please see Mitigation Measure BIO-75 under Impact BIO-75 in Final EIR/EIS Chapter 12, *Terrestrial Biological Resources.*

Mitigation Measure AES-1a: Locate New Transmission Lines and Access Routes to Minimize the Removal of Trees and Shrubs and Pruning Needed to Accommodate New Transmission Lines and Underground Transmission Lines Where Feasible

Please see Mitigation Measure AES-1a under Impact AES-3 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1b: Install Visual Barriers between Construction Work Areas and Sensitive Receptors

Please see Mitigation Measure AES-1b under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1c: Develop and Implement a Spoil/Borrow and Reusable Tunnel Material Area Management Plan

Please see to Mitigation Measure AES-1c under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1d: Restore Barge Unloading Facility Sites Once Decommissioned

Please see to Mitigation Measure AES-1d under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1e: Apply Aesthetic Design Treatments to All Structures to the Extent Feasible

Please see Mitigation Measure AES-1e under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1f: Locate Concrete Batch Plants and Fuel Stations Away from Sensitive Visual Resources and Receptors and Restore Sites upon Removal of Facilities

Please see Mitigation Measure AES-1f under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1g: Implement Best Management Practices to Implement Project Landscaping Plan

Please see Mitigation Measure AES-1g under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-4a: Limit Construction Outside of Daylight Hours within 0.25 Mile of Residents at the Intakes

Please see Mitigation Measure AES-4a under Impact AES-4 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-4b: Minimize Fugitive Light from Portable Sources Used for Construction

Please see Mitigation Measure AES-4b under Impact AES-4 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-4c: Install Visual Barriers along Access Routes, Where Necessary, to Prevent Light Spill from Truck Headlights toward Residences

Please see Mitigation Measure AES-4c under Impact AES-4 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-4d: Avoid the Use of Blue Rich White Light LED Lighting

Please see to Mitigation Measure AES-4d under Impact AES-4 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources*, Alternative 1A, Impact AES-4.

Mitigation Measure TRANS-1a: Implement Site-Specific Construction Traffic Management Plan

Please see Mitigation Measure TRANS-1a under TRANS-1 in Final EIR/EIS Chapter 19, *Transportation.*

Mitigation Measure TRANS-1b: Limit Hours or Amount of Construction Activity on Congested Roadway Segments

Please see Mitigation Measure TRANS-1b under Impact TRANS-1 in Final EIR/EIS Chapter 19, *Transportation.*

Mitigation Measure TRANS-1c: Make Good Faith Efforts to Enter into Mitigation Agreements to Enhance Capacity of Congested Roadway Segments

Please see Mitigation Measure TRANS-1c under Impact TRANS-1 in Final EIR/EIS Chapter 19, *Transportation.*

Mitigation Measure NOI-1a: Employ Noise-Reducing Construction Practices during Construction

Please see Mitigation Measure NOI-1a under Impact NOI-1 in Final EIR/EIS Chapter 23, *Noise.*

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

Please see Mitigation Measure NOI-1b under Impact NOI-1 in Final EIR/EIS Chapter 23, *Noise.*

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

NEPA Effects: The extent of the long-term reduction in recreational navigation opportunities as a result of constructing the proposed water conveyance facilities under the proposed project would be similar to the approved project. Construction activities associated with constructing the proposed project would have less impact than those under the approved project because the proposed project would result in no reduction in recreation navigation opportunities in Clifton Court Forebay. Further, the disruption of boat passage and navigation at the remaining sites would be less than the approved project because two of the temporary barge unloading facilities would not be constructed. Although implementing Mitigation Measure TRANS-1a and helping to fund measures to reduce aquatic weeds would reduce impacts on recreational navigation, these effects would remain adverse under the proposed project because of the long duration of construction which would continually reduce recreation opportunities and distract from experiences occurring near construction activity.

CEQA Conclusion: Impacts on recreational navigation during construction of the water conveyance facilities under the proposed project would be less than those described for the approved project as a result of not modifying Clifton Court Forebay and eliminating two of the temporary barge unloading facilities. Impeding boat passage and navigation and resulting impacts on recreation would occur during construction of the intakes and the remaining temporary barge unloading facilities. Although Mitigation Measure TRANS-1a would reduce impacts on navigation associated with barge unloading facilities and participating in the aquatic weed reduction program would help address impacts on navigation, the impact of constructing the water conveyance facilities would be nearly the same as under the approved project and would be significant and unavoidable.

Incremental Impact: The impact on recreation associated with reduction of recreational navigation opportunities as a result of the proposed project would be less than that under the approved project because impacts at Clifton Court Forebay would be less. Consequently, there would be an incremental reduction in the overall severity of the impact. The mitigation measure set forth below would reduce some construction-related impacts; however, the level of impact would not be reduced to a less-than-significant level and would remain significant and unavoidable.

Mitigation Measure TRANS-1a: Implement Site-Specific Construction Traffic Management Plan

Please see Mitigation Measure TRANS-1a under Impact TRANS-1 in Final EIR/EIS Chapter 19, *Transportation*.

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

NEPA Effects: The extent of changes in sport fishing opportunities occurring within the study area under the proposed project would be less than those under the approved project. Construction activities would continue to result in negative impacts on fish species and would occur over the same construction period as under the approved project; however, direct impacts at Clifton Court Forebay would be reduced under the proposed project. Although construction of the Byron Tract Forebay would result in less restrictions on access to bank fishing sites at Clifton Court Forebay, restrictions are expected to occur at the northwest corner of the forebay because of the close proximity to active construction areas. Overall, construction of the proposed project would still

result in a long-term impact on recreational fishing opportunities. Consequently, this impact would be significant. However, mitigation measures have been adopted to reduce impacts by enhancing and ensuring access to nearby fishing sites and to address noise and visual disturbances. Mitigation Measures REC-2, NOI-1a, NOI-1b, AES-1a, AES-1b AES-1c AES-1d, AES-1e, AES-1f, and AES-1g would help reduce or avoid impacts on recreational fishing near construction sites. With implementation of these mitigation measures, this impact would not be adverse.

CEQA Conclusion: Compared with the approved project, the proposed project would result in fewer impacts on recreational fishing opportunities as a result of the construction of the Byron Tract Forebay and the subsequent reduction of access to Clifton Court Forebay recreation sites. However, the combined impact on recreational fishing opportunities would be significant. Implementing Mitigation Measures REC-2, NOI-1a, NOI-1b, AES-1a, AES-1b AES-1c AES-1d, AES-1e, AES-1f, and AES-1g would reduce the impact on recreational fishing to a less-than-significant level by providing alternate fishing sites, reducing noise generated during construction activities, and limiting changes in the visual character of recreational fishing sites. The impact would be nearly the same as the impact of the approved project and would be less than significant after mitigation.

Incremental Impact: The modification to the approved project would result in less impact on recreational fishing opportunities than would result under the approved project because impacts at Clifton Court Forebay would be less. Consequently, there would be a beneficial incremental change in the potential for those impacts to result and in the severity of the impact. The mitigation measures indicated below would further reduce the remaining potential impacts on recreational fishing opportunities. With implementation of mitigation, this impact would be less than significant.

Mitigation Measure REC-2: Provide Alternative Bank Fishing Access Sites

Please see Mitigation Measure REC-2 under Impact REC-2 in Final EIR/EIS Chapter 15.

Mitigation Measure NOI-1a: Employ Noise-Reducing Construction Practices during Construction

Please see Mitigation Measure NOI-1a under Impact NOI-1 in Final EIR/EIS Chapter 23, *Noise.*

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

Please see Mitigation Measure NOI-1b under Impact NOI-1 in Final EIR/EIS Chapter 23, *Noise.*

Mitigation Measure AES-1a: Locate New Transmission Lines and Access Routes to Minimize the Removal of Trees and Shrubs and Pruning Needed to Accommodate New Transmission Lines and Underground Transmission Lines Where Feasible

Please see Mitigation Measure AES-1a under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1b: Install Visual Barriers between Construction Work Areas and Sensitive Receptors

Please see Mitigation Measure AES-1b under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1c: Develop and Implement a Spoil/Borrow and Reusable Tunnel Material Area Management Plan

Please see Mitigation Measure AES-1c under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1d: Restore Barge Unloading Facility Sites Once Decommissioned

Please see Mitigation Measure AES-1d under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1e: Apply Aesthetic Design Treatments to All Structures to the Extent Feasible

Please see Mitigation Measure AES-1e under Impact AES-1 in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1f: Locate Concrete Batch Plants and Fuel Stations Away from Sensitive Visual Resources and Receptors and Restore Sites upon Removal of Facilities

Please see Mitigation Measure AES-1f under AES-1in Final EIR/EIS Chapter 17, *Aesthetics and Visual Resources.*

Mitigation Measure AES-1g: Implement Best Management Practices to Implement Project Landscaping Plan

Please see Mitigation Measure AES-1g under AES-1 in Final EIR/EIR Chapter 17, *Aesthetics and Visual Resources.*

15.3.2 Cumulative Analysis

The analysis for cumulative effects for recreation resources remains the same as described in the Final EIR/EIS with consideration of the proposed project modifications. The analysis of impacts on recreation for the approved project conclude that constructing the approved project would not result in significant cumulative impacts. Constructing the proposed project would be conducted in a very similar fashion to the approved project. Because of these similarities, the approved project is also not expected to result in any cumulative impacts on recreation. The proposed project would continue to have no cumulative effect on displacement of recreational facilities, temporary disruptions to recreation opportunities, recreational navigation, recreational fishing, and other recreation opportunities.

15.4 References Cited

None.

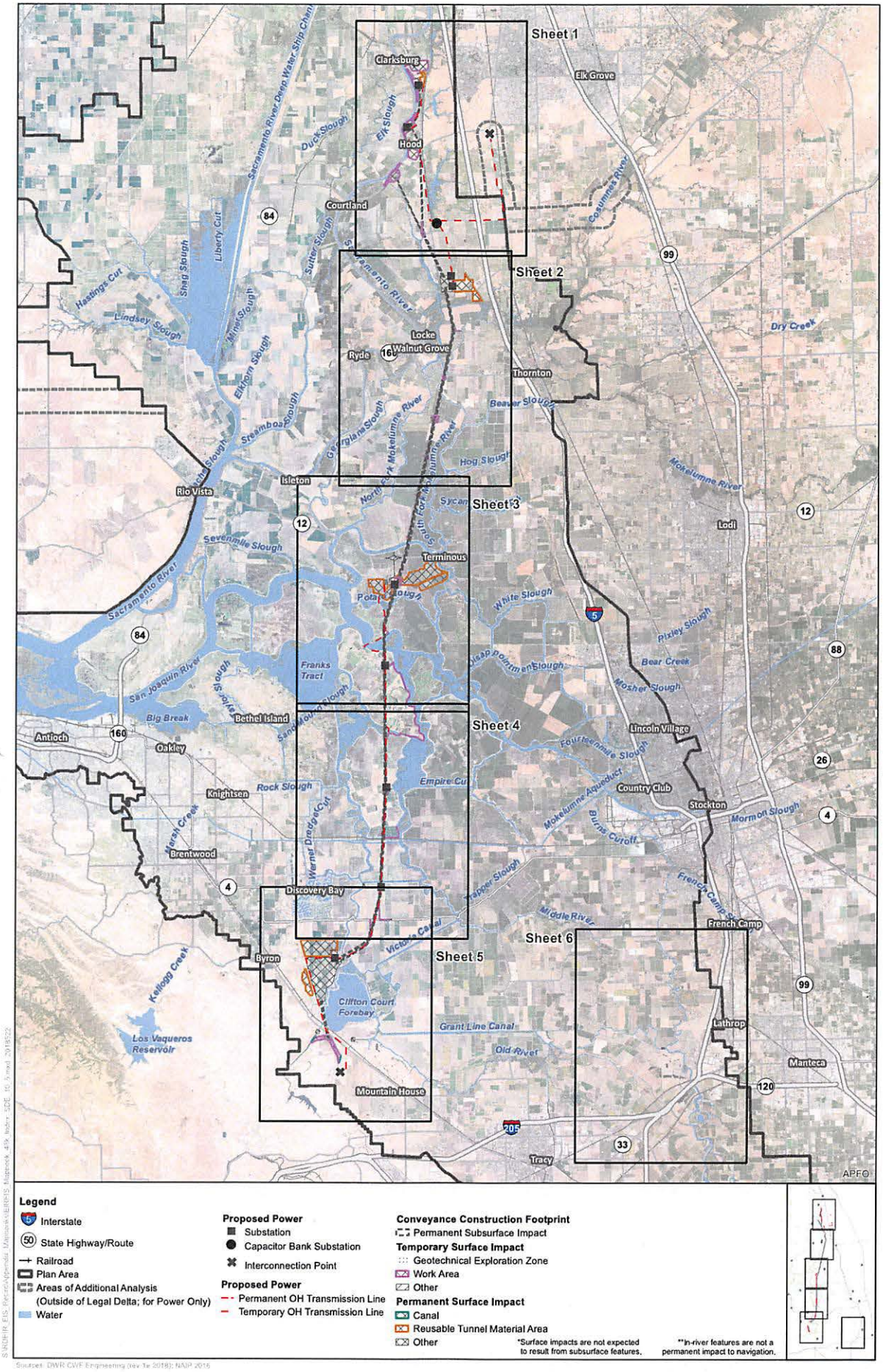

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Figure M15-4: Index
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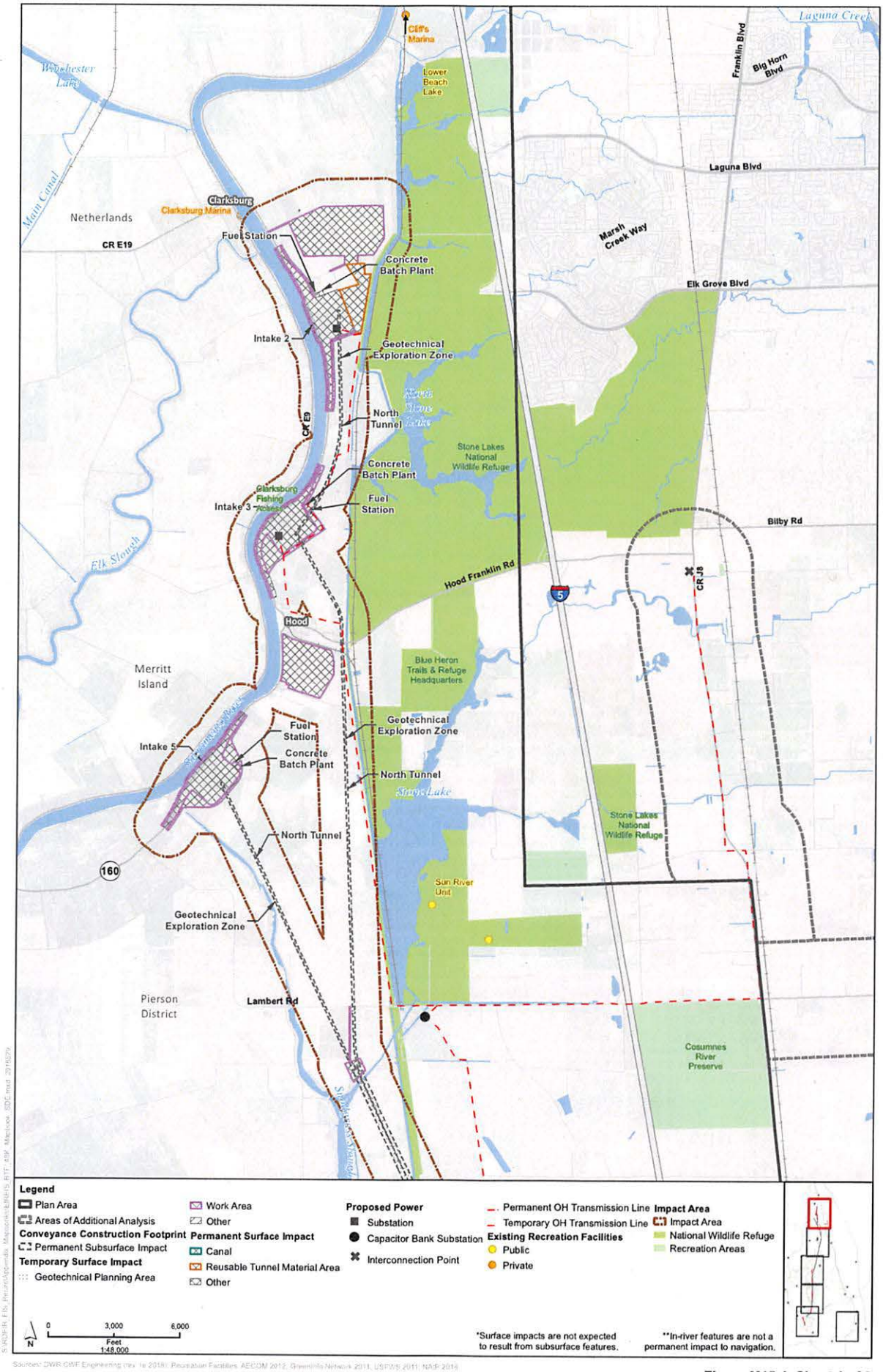

Sources: DWR CWF Engineering (rev. 1a 2018); Recreation Facilities: AECOM 2012; Greenlink Network 2011; USPWS 2011; NAIP 2014

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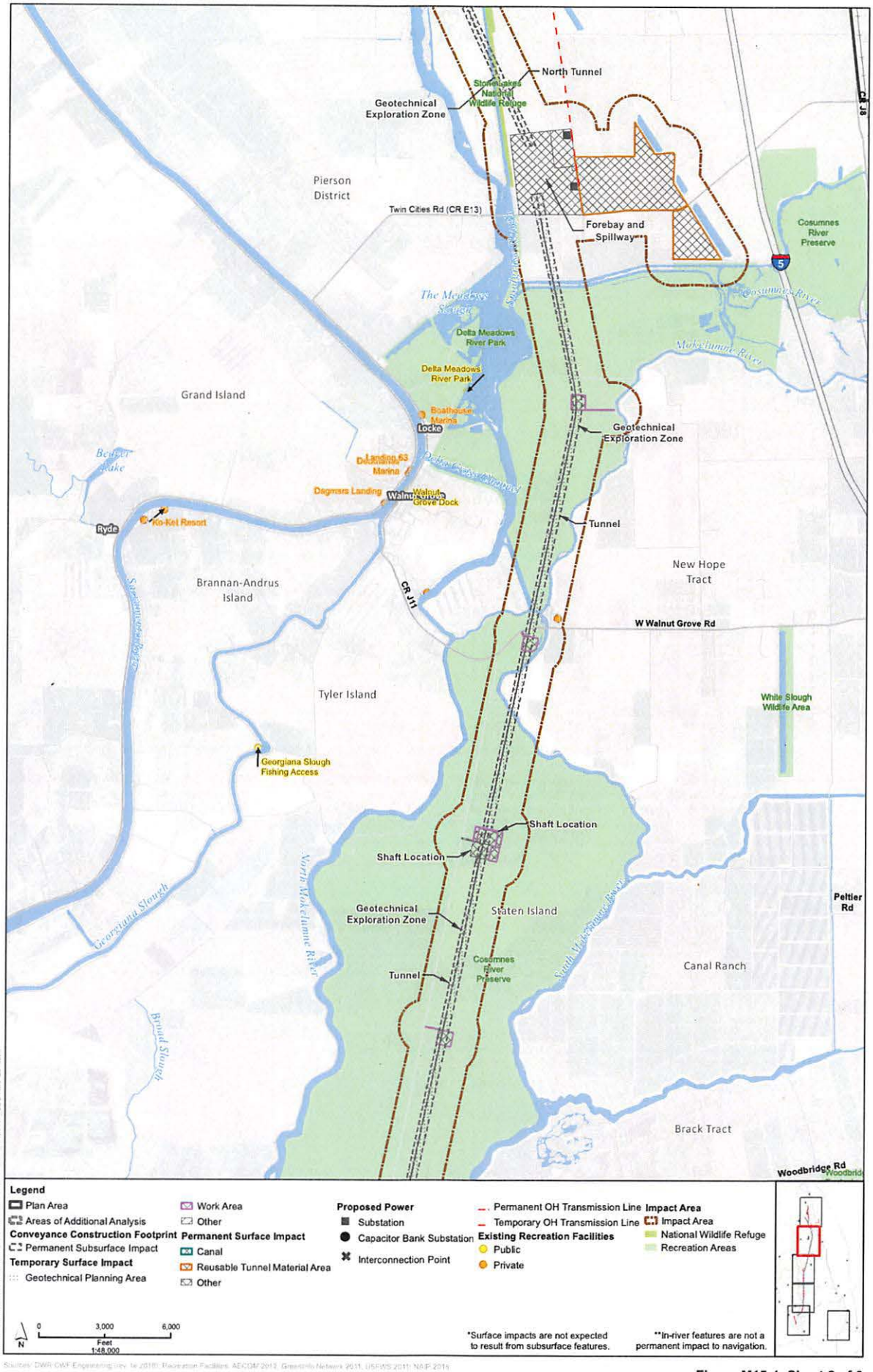

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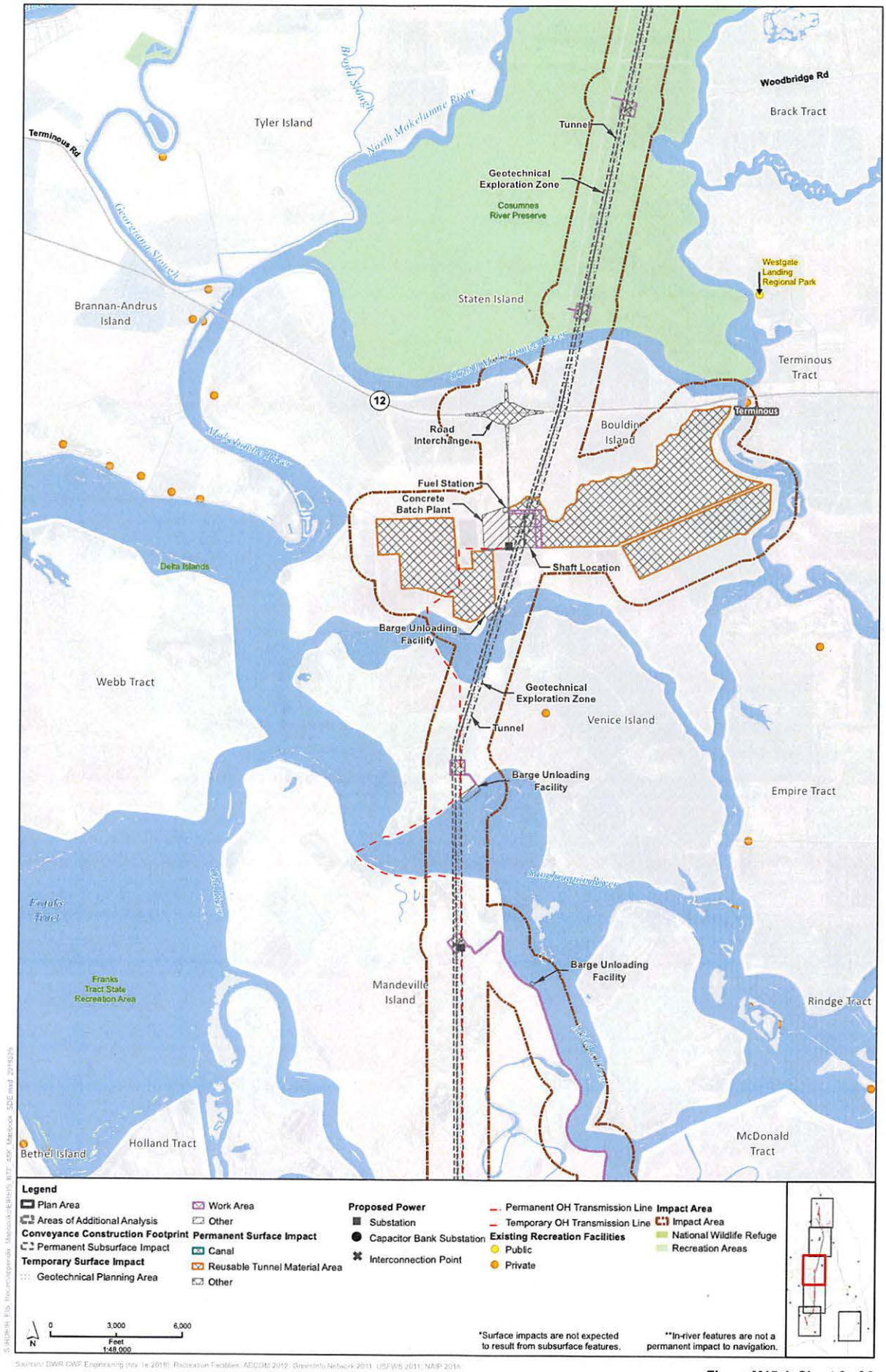

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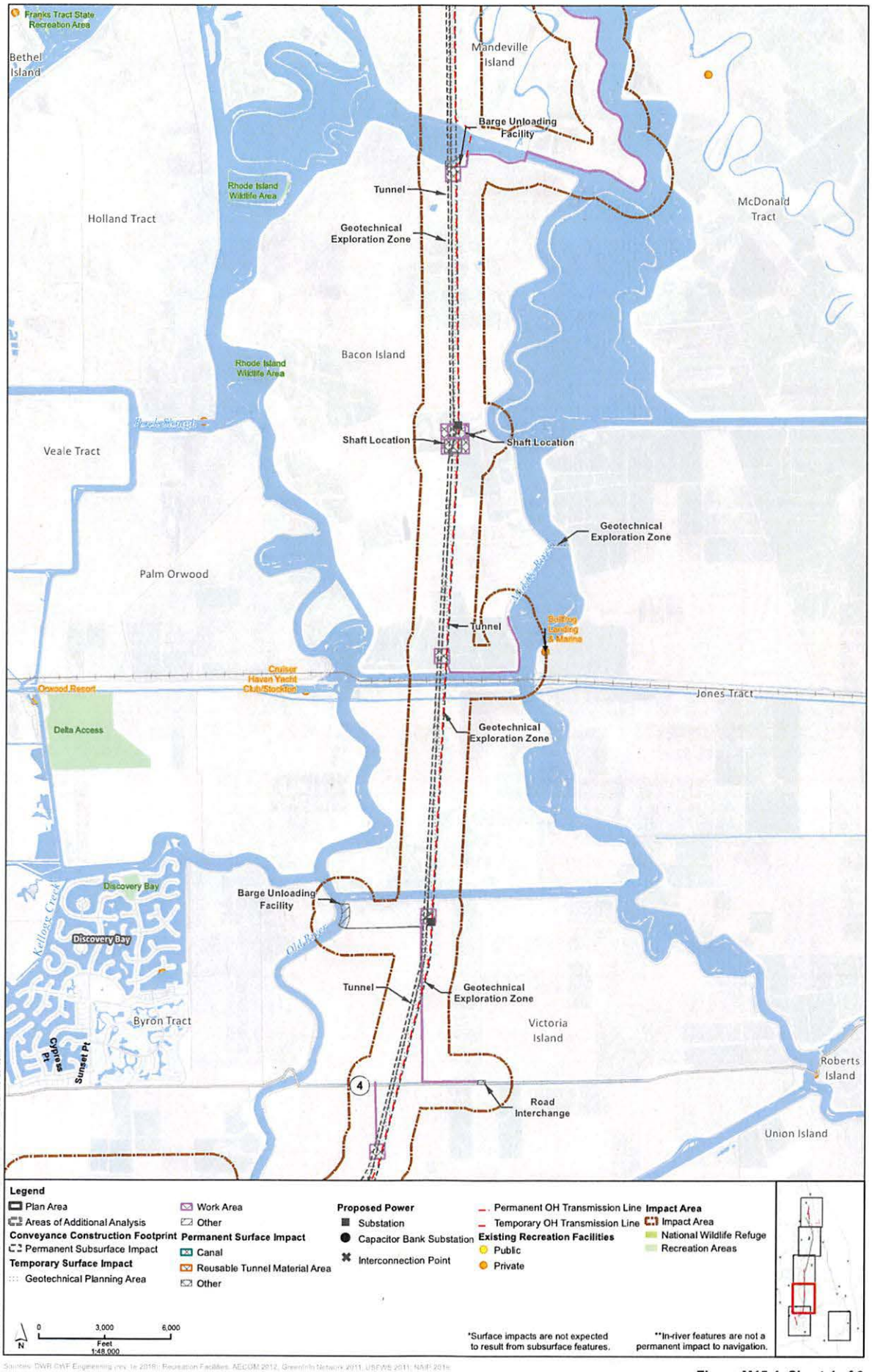

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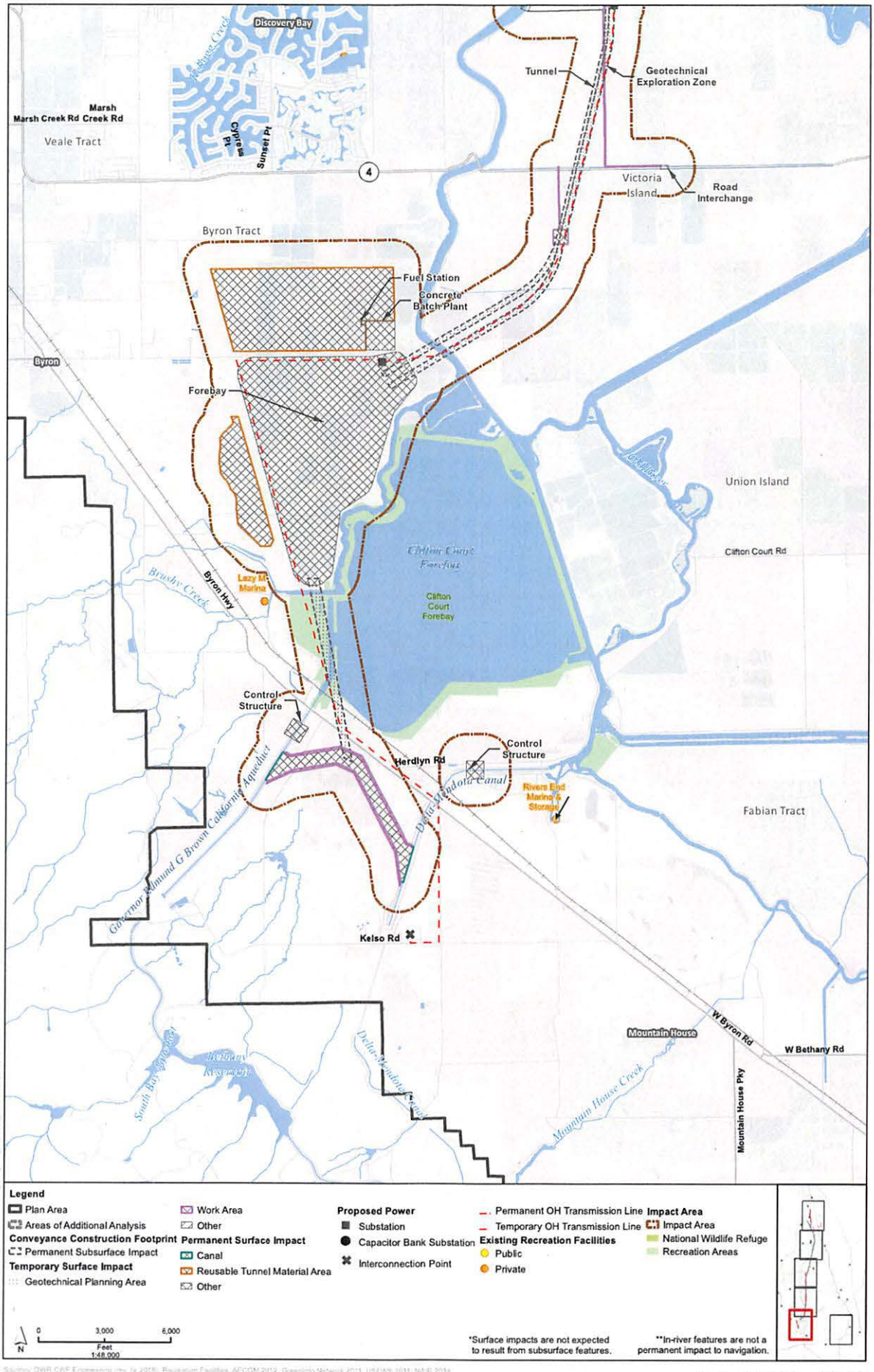

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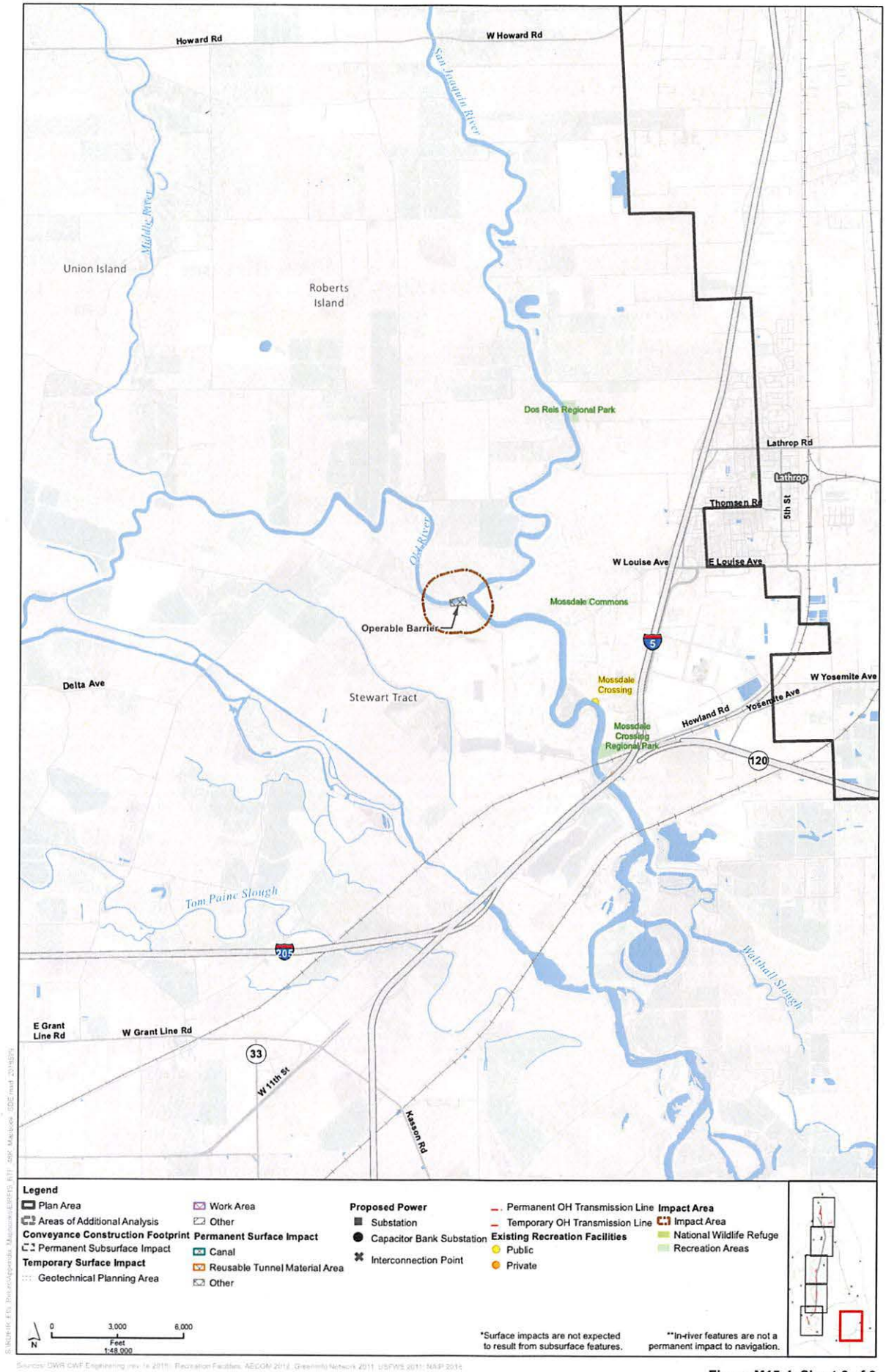

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