

5.13 RECREATION

INTRODUCTION

This section describes the Project's effect on parks and recreation. Sources of information used to prepare the analysis in this section include:

- City of Dublin General Plan (2016)
- Eastern Dublin Specific Plan (2016)
- Alameda County General Plan, East County Area Plan (2002)
- City of Livermore General Plan (2014)
- *Community Impact Assessment (CIA)* prepared for the Project¹

These documents are available on file with the City of Dublin at 100 Civic Plaza, Dublin, California.

Scoping Issues Addressed

A comment letter from the East Bay Regional Parks District (EBRP) was received during the public scoping period. Comments in the letter generally pertained to biological resources, induced growth, and the existing urban growth boundaries of Dublin and Alameda County (County). These comments are addressed in **Section 5.3, Biological Resources; Section 5.9, Land Use; and Chapter 7.0, Other CEQA Considerations.**

REGULATORY SETTING

Federal

There are no applicable federal regulations.

State

There are no applicable state regulations.

Local

Regional

East Bay Regional Parks District Master Plan

East Bay Regional Parks (EBRP) provides and manages the regional parks in Alameda and Contra Costa counties. This includes a 1,400 square mile area with a population of 2.6 million people. The

¹ A Community Impact Assessment (CIA) evaluates land use, growth, and community character, traffic and transportation/pedestrian and bicycle facilities, and public involvement that may result from the implementation of the project.

Master Plan defines the overall mission and vision of the EBRP. The Master Plan contains policies and descriptions of existing programs focusing on providing a high standard of resource conservation, management, interpretation, public access, and recreation.

The Master Plan specifies Doolan Canyon as a future regional preserve. Regional preserves are defined as “an area with outstanding natural or cultural features that are protected for their intrinsic value and for the enjoyment and education of the public.” Doolan Canyon is just over 1 mile north of the Project site, and is a publicly accessible regional preserve as of 2017.

City of Dublin

City of Dublin General Plan, Parks and Open Space Element

The Parks and Open Space Element of Dublin’s General Plan focuses on methods of conserving open space for the preservation of natural resources and public health. The Parks and Open Space Element includes the following policies that are relevant to the Project:

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|-------------------------|---|
| Guiding Policy A.1 | Expand park area throughout the Primary and Extended Planning Areas to serve new development. |
| Guiding Policy A.1 | Provide active parks and facilities which are adequate to meet citywide needs for open space, cultural, and sports facilities, as well as the local needs of the Eastern Extended Planning Area. |
| Guiding Policy A.2 | Establish a trail system with connections to planned regional and sub-regional systems, including north-south corridors such as East Bay Regional Park District’s trail along Tassajara Creek north to Mt. Diablo State Park. |
| Guiding Policy A.3 | Using the natural stream corridors and major ridgelines, establish a comprehensive, integrated trail network within the Planning Area that permits safe and convenient pedestrian and bicycle access within urban areas and between urban areas and open space areas. Per the 2005 Fallon Village amendment, in order to preserve biological resources, trails in Fallon Village will not be placed along ridgelines and in stream corridors. |
| Implementing Policy B.2 | Require land dedication and improvements for trails along designated stream corridors. Per the 2005 Fallon Village amendment, in order to preserve biological resources, no land dedication for trails along designated stream corridors outside the open space corridor, shall be required for projects in Fallon Village. |

Eastern Dublin Specific Plan

The Eastern Dublin Specific Plan (EDSP) includes goals to develop a comprehensive, integrated park and recreational open space system in eastern Dublin. To do so, the EDSP includes the policies and programs requiring new development to dedicate land to parks, trails, and open space, among other policies.

City of Dublin Recreation and Parks Master Plan

Dublin's *Parks and Recreation Master Plan* was adopted in 2015 by the City Council. The goal of the plan is to build and maintain parks and recreation facilities that both enhance the positive image of Dublin and meet the needs of Dublin into the future. The plan establishes goals, standards, guiding policies, and action programs to guide the acquisition, development, operations, and maintenance of Dublin's park and recreation facilities through the ultimate build-out of the City in accordance with the General Plan.

City of Dublin Bicycle and Pedestrian Master Plan

Dublin's *Bicycle and Pedestrian Master Plan* was adopted in 2014 by the City Council. The plan provides policies, network plans, prioritized project lists, programs, and best practice design guidelines for biking and walking in Dublin. This document seeks to institutionalize the accommodation of the needs of bicyclists and pedestrians. Implementation will include the addition of bicycle and pedestrian facilities as roadways are upgraded and when new roadways are constructed. The following policies are relevant to the project:

Policy 2-1: Implement and maintain an integrated transportation network that allows safe and convenient travel along and across streets for all users, including pedestrian and bicyclists' needs and access at key destinations, such as Downtown Dublin, transit stations, and other major destinations.

Policy 2-2: Expand the existing bicycle network on the basis of access to key destinations to provide low-stress, bicycle facilities if right of way allows, such as buffered bicycle lanes on arterial and collector roadways where appropriate and bicycle routes with sharrows on low-volume residential streets.

Policy 3-3: Install pedestrian countdown signals, modify pedestrian clearance intervals on actual walking speed observed in the field, implement density operations (Flash Do Not Walk timing extension for slow walkers, etc.), and install, replace, and upgrade bicycle signal detectors, as necessary, per the California Manual Uniform of Traffic Control Devices (CA MUTCD) with new signal installation and signal modification projects, whenever possible.

*Alameda County*Alameda County General Plan, East County Area Plan

The East County Area Plan was adopted in 1994 to present a clear statement of the County's intent concerning future development and resource conservation within the eastern part of the County. The plan provides programs and specific actions the County will undertake to achieve the goals and policies of the plan. One of the plan's goals is to ensure the development of plentiful and well-designed local and regional parks throughout the County. The following policy is relevant to the project:

Policy 224: The County shall require new developments to provide trails consistent with EBRP and Livermore Area Recreation and Parks District (LARPD) regional trail plans.

Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas

The Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas was adopted in 2012. The plan describes existing conditions for biking and walking, identifies needs for capital and program improvements to support these modes, and recommends improvement projects to enhance biking and walking in unincorporated areas. The following goal and policies are relevant to the project:

GOAL 2: Create and maintain a comprehensive system of bicycle and pedestrian facilities in the local and sub-regional transportation network in order to establish a balanced multi-modal transportation system.

Policy 1.1: Work to ensure that all streets in the Unincorporated Areas are bicycle and pedestrian-friendly providing access for all users, particularly disabled users, seniors, transit users, and children.

Policy 2.1: Continue to support and execute Complete Streets policies in the planning, design, construction, operation, and maintenance of the entire roadway right-of-way to enable safe access for all users in the rural, suburban, and urban Unincorporated Areas. Complete streets are for drivers, pedestrians, bicyclists, and transit riders, as well as for older adults, children, and people with disabilities.

*City of Livermore*City of Livermore General Plan, Open Space and Conservation Element

The Open Space and Conservation Element of Livermore's General Plan focuses ensuring the comprehensive and long-range preservation and management of open space land for the protection of natural resources, for economic uses, for outdoor recreation and as a scenic resource. Objective OSC-1.4 of the General Plan prioritizes coordination with other levels of government and interested agencies to preserve natural resources, such as the LARPD. The Open Space and Conservation Element includes the following policy that is relevant to the Project:

Policy OSC-1.4-P3 The City shall encourage and cooperate with the County, EBRPD, LARPD, and other agencies and organizations to establish a program to preserve representative examples of natural and near-natural landscape communities, such as the Springtown Alkali Sink, Brushy Peak, Corral Hollow, Cedar Mountain and Sycamore Grove.

City of Livermore Bicycle, Pedestrian, and Trails Active Transportation Plan

The City of Livermore envisions a vibrant community where people can comfortably walk, bicycle, and access trails for transportation and recreation. The Active Transportation Plan identifies challenges and recommends implementation strategies to improve walking, biking, and trails in Livermore. The following policies are relevant to the Project:

- Policy 1.1 Develop and implement projects and improvements to address bicycle and pedestrian safety
- Policy 1.3 Build cross town connections for the bicycle, pedestrian, and trail network
- Policy 1.6 Coordinate with other agencies, adjacent jurisdictions, and regional partners to plan and implement projects that improve Livermore’s network and connections to the region

EXISTING CONDITIONS

Parks and recreation resources may serve local populations, and may also serve the larger region. Users may travel between jurisdictions to access parks and trails. To capture effects from the Project on a regional level, the study area for evaluation of parks and recreation resource impacts includes Dublin, the County, Livermore, and Pleasanton.

Existing Public Parks and Recreational Facilities

Dublin, the County, and Livermore have an extensive park system offering a diverse range of outdoor facilities to meet the needs of the communities. **Table 5.13-1** lists public parks located within 2 miles of the Project site (see **Figure 5.13-1**). Of these, three parks are within 0.5 miles of the Build Alternative: Fallon Sports Park, Jordan Ranch Park, and Bray Commons. All three parks are located in Dublin. Las Positas Golf Club, a public golf course in Livermore, is located 0.2-mile south of the proposed roadway extension, beyond I-580. There are no existing parks on unincorporated County land within 2 miles of the Project; however, Doolan Canyon Regional Preserve is just over 1 mile north of the Project site.

Dublin Boulevard – North Canyons Parkway Extension Project

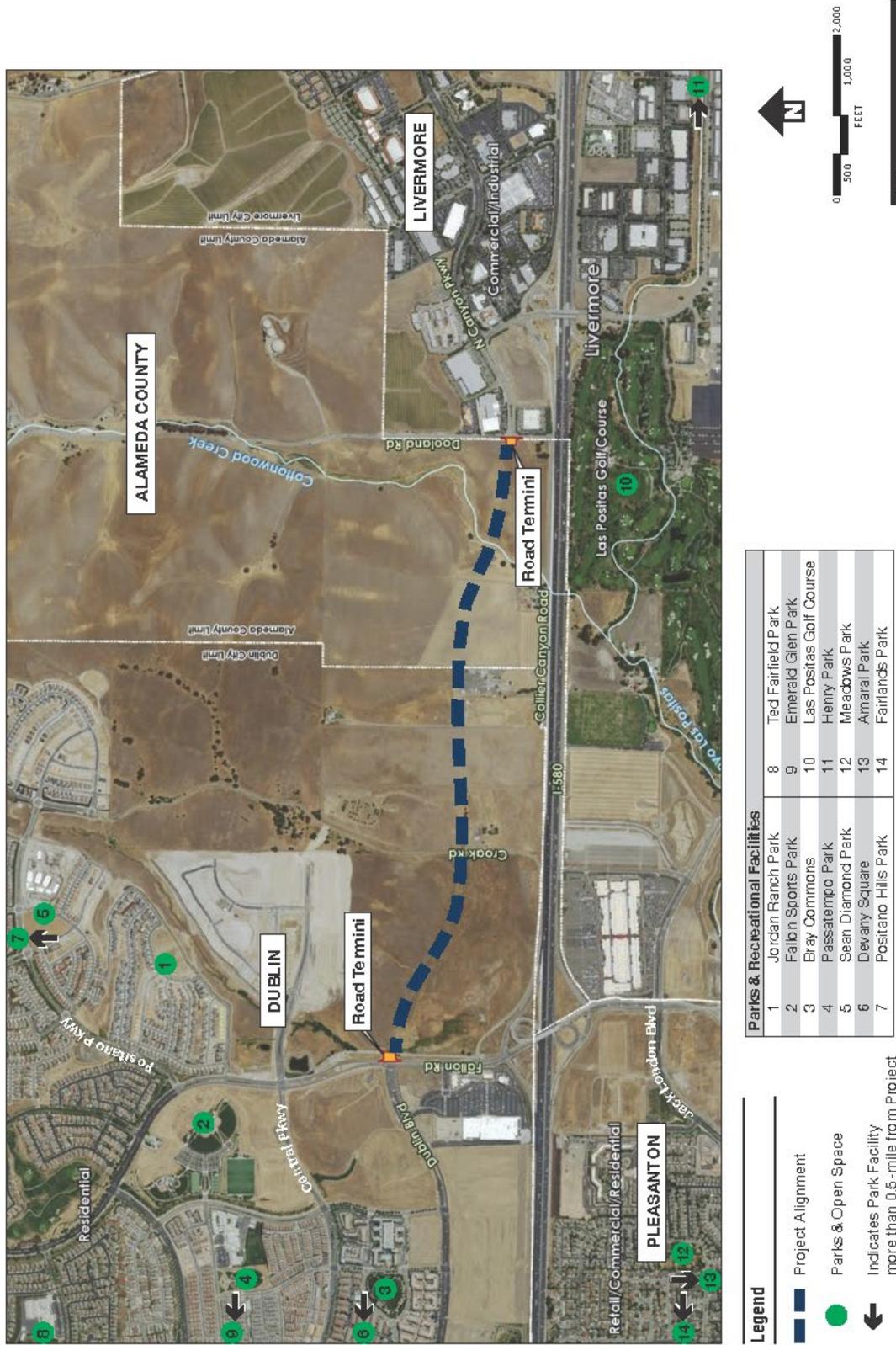


Figure 5.13-1
Parks and Recreational Facilities

Source: Circlepoint, 2018

Table 5.13-1 Public Parks within 2 Miles of Project Site

Number ^a	Name of Park	Address	Size	Approximate Distance from Build Alternative
Dublin				
1	Jordan Ranch Park	4299 Jordan Ranch Dr.	4.4 acres	0.5 mile
2	Fallon Sports Park	4605 Lockhart St.	60 acres	0.3 mile
3	Bray Commons	3300 Finnian Way	4.8 acres	0.6 mile
4	Passatempo Park	3200 Palermo Way	5.1 acres	0.6 mile
5	Sean Diamond Park	4801 La Strada Drive	5.0 acres	0.8 mile
6	Devany Square	4405 Chancery Lane	2 acres	0.7 mile
7	Positano Hills Park	2301 Valentano Dr.	5.1 acres	1.2 miles
8	Ted Fairfield Park	3400 Antone Way,	6.9 acres	1.1 miles
9	Emerald Glen Park	4201 Central Pkwy.	48.2 acres	1.3 miles
Livermore				
10	Las Positas Golf Course	917 Clubhouse Dr.	200 acres	0.2 mile
11	Henry Park	1525 Mendocino Rd.	5.3 acres	1.8 miles

Source: City of Dublin, 2018, City of Livermore, 2018, Google Earth, 2018; Circlepoint, 2018

^aNumbering refers to Figure 5.13-1

The existing trail system within Dublin, the County, and Livermore consists primarily of regional trails under the jurisdiction of EBRP and the LARPD. The Iron Horse Trail is a regional trail that traverses Dublin, running in a generally northwest-southeast direction that parallels I-680 before crossing under I-580 into Pleasanton near Owens Drive. The trails closest to the Project site follow the natural waterways in the region, which consist of the Tassajara Creek Trail and the Arroyo Mocho Trail. The Tassajara Creek Trail connects to the Iron Horse Trail just north of I-580 in Dublin and travels east before turning north, following along Tassajara Creek. The Arroyo Mocho Trail provides access from Interstate 680 to the area near the intersection of El Charro Road and Jack London Boulevard in Pleasanton, southwest of the Project site. These trails are located more than 0.5-mile from the Project site.

Planned Public Parks and Recreational Facilities

The Dublin Parks and Recreation Master Plan identifies four general locations for possible future parks north of the Project site. The Master Plan also plans for a Class II bicycle lane and a Class I shared use path along the proposed roadway alignment. The EBRP Master Plan does not include any planned parks or preserves within the Project site, Dublin, Livermore, or unincorporated County areas within 2 miles of the Project. The Master Plan also identifies a possible future regional trail

connecting the San Francisco Bay to the San Joaquin Delta Trail, including access through eastern Alameda County, possibly between Dublin and Livermore. The trail alignment is not specified in the Master Plan.

The Dublin Bicycle and Pedestrian Master Plan presents over 37 miles of proposed bikeways throughout Dublin. The Project is identified in the plan for implementation of a Class IIA Bikeway as a long-term solution to lack of connectivity between Dublin and Livermore. Specific recommendations for proposed Class IIA Bikeways are discussed in the Master Plan.

The Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas identifies needs for capital and program improvements to support these modes, and recommends improvement projects to enhance biking and walking in the Unincorporated Areas. The Master Plan requires that proposed bicycle network additions add signage, striping, and pavement markings. The Master Plan identifies the Project as a proposed addition to the bicycle network.

The Livermore Active Transportation Plan identifies several proposed access and network improvements across Livermore. The Active Transportation Plan reflects the City of Dublin's planned extension of Dublin Boulevard and identifies proposed bicycle, pedestrian, and trail network improvements. As identified in the Active Transportation Plan, the Dublin Boulevard extension would provide crosstown route improvements and trail connection improvements for multimodal travelers between Dublin and Livermore.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The following significance criteria for recreation impacts were derived from the Environmental Checklist in CEQA Guidelines Appendix G. These significance criteria have been amended or supplemented, as appropriate, to address lead agency requirements and the full range of impacts of the Project.

An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- A. 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
- B. Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

Methodology

To determine potential impacts, the impact significance criteria identified above were applied to construction and operation of the Project. The local and regional planning documents outlined above were used to guide the Project's impact analysis, along with independent research on relevant regional parks or recreational facilities.

Impact Analysis

No Impact Summary

There are no “no impact” determinations for this topic.

Impacts of the Project

- A. 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
and
- B. Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

Physical impacts to parks and recreation facilities are usually associated with population in-migration and growth in an area, which increase the demand parks and recreation services, leading to the need for expanded or new facilities. The Project does not include the construction or expansion of any recreational facilities, nor does it include any housing or major employment uses, and therefore would not directly generate new users or demand for local parks or other recreational facilities.

The Project would provide a connection from the Dublin Boulevard/Fallon Road intersection in Dublin to the Doolan Road/North Canyons Parkway intersection in Livermore, through unincorporated areas of the County. This connection would improve overall local access to local and regional parks such as Doolan Canyon Regional Preserve, accessible from Doolan Road. As discussed in **Section 5.14, Transportation and Traffic** and **Chapter 7.0, Other CEQA Considerations**, the Project would not generate new vehicle trips, but would instead provide alternative access for existing drivers, bicyclists, and pedestrians. Therefore, the Project would not indirectly increase demand for existing parks and facilities.

Dublin, the County, and Livermore have taken the Project into account in planning for the future expansion or addition of parks and recreational facilities, as each jurisdiction’s General Plan (and related EIR) includes the extension of Dublin Boulevard to the Doolan Road/North Canyons Parkway intersection in Livermore. Further, implementation of bicycle, pedestrian, and trail infrastructure for the Dublin Boulevard extension has been planned for in the Dublin Bicycle and Pedestrian Master Plan, the Alameda County Bicycle and Pedestrian Master Plan for Unincorporated Areas, and Livermore’s Active Transportation Plan. Therefore, the Project would indirectly support implementation of Dublin’s General Plan, the EDSP, the East County Area Plan, Livermore’s General Plan, Dublin’s Bicycle and Pedestrian Master Plan, Alameda County’s Bicycle and Pedestrian Master Plan, and Livermore’s Active Transportation Plan. The Project would not result in unplanned demand for local and regional parks or recreational facilities, or an incremental increase in demand that would reasonably be expected to necessitate new or expanded recreational facilities. For the above reasons, this impact would be **less than significant**.

CUMULATIVE IMPACTS

Cumulative impacts arise due to the linking of impacts from past, present, and foreseeable future projects in the region. Other projects in the area include past and planned residential, commercial, and infrastructure development projects in Dublin, Livermore, and elsewhere around the study area (see **Chapter 4.0, Introduction to Environmental Analysis**).

As mentioned above, indirect increases in demand for parks have been accounted for in local planning documents, and the Project would support implementation of local and regional planning documents. Though the development of future land uses in Dublin may increase demand for parks and recreation facilities, Dublin's General Plan and the EDSP includes planned parks and open space to meet the needs of the community. The Project would not interfere with or prohibit the implementation of future parks or trails, such as the conceptual regional trail identified in the EBRP Master Plan. The Project would provide pedestrian facilities would have the potential to become a part of local or regional trail networks. For the above reasons, a cumulative impact would not occur. The Project would not result in a cumulatively considerable contribution to a significant cumulative impact.

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