

Appendix B Resources Evaluated Relative to the Requirements of Section 4(f)

B.1 Introduction

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection either because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, (4) the project does not permanently, temporarily, or constructively use the property as defined in 23 Code of Federal Regulations (CFR) Section 774.17.

As discussed in detail in this appendix, Alternatives 1 and 2 would result in effects at the following resources that were not addressed in the Section 4(f) discussions in Section 3.1.3.3 in the Environmental Impact Report (EIR)/Environmental Impact Statement (EIS):

- **Santa Ana River Trail/Bike Lane**
 - Permanent relocation of a 200-foot (ft) long segment of the Santa Ana River Trail/Bike Lane to the north in the vicinity of Green River Road during construction of the Initial Phases of Alternatives 1 and 2.
 - No permanent use of land and no permanent easements.
 - Possible short-term (hours/days) detours of segments of the Santa Ana River Trail/Bike Lane during construction of the Initial Phases of Alternatives 1 and 2 for the safety of construction workers and Trail/Bike Lane users.
- **Featherly Regional Park**
 - No permanent use of land and no permanent easements.
 - Temporary use of 0.2 acre (ac) of land for three temporary construction easements (TCEs) in Featherly Regional Park during construction of the Initial Phases of Alternatives 1 and 2.
- **Chino Hills State Park (CHSP)**
 - Temporary use of 2.0 ac of land for seven TCEs during construction of the Initial Phases of Alternatives 1 and 2.

- **Griffin Park**
 - No permanent use of land and no permanent easements.
 - Temporary use of 0.47 ac of land for one TCE during construction of the Alternative 1 and 2 Ultimate Projects.
- **El Cerrito Sports Park**
 - No permanent use of land and no permanent easements.
 - Temporary use of 0.19 ac of land for four TCEs during construction of the Initial Phases of Alternatives 1 and 2.
- **Grand Boulevard Historic District**
 - No permanent or temporary use of land.
 - Removal and relocation of up to seven acorn-style streetlights near their original locations or elsewhere in the Grand Boulevard Historic District during construction of the Initial Phases of Alternatives 1 and 2.
 - Removal of 18 trees adjacent to the East Grand Boulevard and West Grand Boulevard undercrossings during construction of the Initial Phases of Alternatives 1 and 2.

The permanent use of 0.48 ac from CHSP, the permanent subsurface easements in CHSP and New Orange County Park (National Natural Landmark) (New OC Park [NNL]), and the project effects in the Grand Boulevard Historic District are not discussed in this appendix. Refer to Section 3.1.3.3, Section 4(f), Section 6(f), and the Public Park Protection Act of 1971.

B.2 Section 4(f) Use

As defined in 23 CFR Section 774.17, use of a protected Section 4(f) property occurs when any of the following conditions is met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., direct use).
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., temporary use).
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, and/or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., constructive use).

B.2.1 Permanent Use

A permanent use of a Section 4(f) property takes place when part or all of a property designated for protection under Section 4(f) is permanently incorporated into a transportation project (23 CFR Section 774.17). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements (which are required for the purpose of project construction or that grants right-of-way access onto a Section 4(f) property, such as for the purpose of routine maintenance by a transportation agency), or temporary easements that exceed the regulatory limits noted below.

B.2.2 Temporary Use and Occupancy

A temporary use of a Section 4(f) property occurs when there is a temporary occupancy of land on a property designated for protection under Section 4(f), and when that temporary occupancy of the property is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. Under the Federal Highway Administration (FHWA) regulations (23 CFR Section 774.13(d)), TCEs and other temporary uses do not normally constitute a temporary use of a property protected under Section 4(f) when all of the following conditions are met:

- The duration of the occupancy must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land;
- The scope of the work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property must be minimal);
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, and/or attributes of the property on either a temporary or permanent basis;
- The land being used must be fully restored (i.e., the property must be returned to the condition that existed prior to the project); and
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

B.2.3 Constructive Use

A constructive use of a property designated for protection under Section 4(f) occurs when a transportation project does not incorporate land from the property in the transportation facility, but the proximity of the project to the Section 4(f) property results in adverse proximity impacts (such as noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, and/or attributes

that qualify the property for protection under Section 4(f) are substantially impaired (23 CFR Section 774.15). Substantial impairment occurs only if the protected activities, features, and/or attributes of the Section 4(f) property are substantially diminished by the indirect adverse impacts of the project (23 CFR Section 774.15(a)). This determination is made through the following process:

- Identification of the current activities, features, and/or attributes of the property that may be sensitive to proximity impacts.
- Analysis of the potential proximity impacts of the project on the property.
- Consultation with the appropriate officials having jurisdiction over the property (23 CFR Section 774.15(d)).

B.3 Resources Evaluated

B.3.1 Section 4(f) Properties

An area within approximately 0.5 mile (mi) of the alignments of Alternatives 1 and 2 was used as the study area for the identification of recreation resources and properties potentially protected under the requirements of Section 4(f). The locations of those properties in relation to the alignment of State Route 91 (SR-91) are shown on Figure B.1, and those properties are described in Table B.1. The figures and tables cited in this appendix are provided following the last page of text in this appendix.

The study area for National Register listed and eligible historic sites was based on the Area of Potential Effects (APE) defined in the *Historic Property Survey Report* (HPSR; 2010) and the Supplemental HPSR (2011). Based on the HPSR and the Supplemental HPSR, there is one National Register-listed property, the Grand Boulevard Historic District, and no other eligible properties in the APE.

Resources in the project study area evaluated for potential protection under Section 4(f) were identified if they were:

- Existing publicly owned recreation and park resources, including local, regional, and State resources¹;
- Publicly owned wildlife and water fowl refuges and conservation areas;

¹ The recreation and park resources within 0.5 mi of the project that were not evaluated under Section 4(f) because they are not publicly owned include the Mountain View Country Club and the Cresta Verde Golf Club.

- Existing public bicycle, pedestrian, and equestrian trails; or
- National Register listed or eligible historic sites.

Table B.2 summarizes the potential effects of the Build Alternatives on the identified Section 4(f) properties that were determined not to trigger the requirements for Section 4(f) protection. Figures B.2 through B.7 show the potential effects of the Build Alternatives on those properties.

B.3.2 Assessment of the Potential for Constructive Uses

The properties described in Table B.1 were evaluated to determine whether the Build Alternatives would result in constructive use of those properties. The detailed analyses related to access, visual and aesthetics, air quality, noise, and ecological impacts provided in Chapter 3 were reviewed as described Attachment F, Evaluation of the Potential for Constructive Use Impacts. That review did not identify any proximity impacts resulting from the Build Alternatives that would be so severe that the activities, features, or attributes that qualify the properties in Table B.1 for protection under Section 4(f) would be substantially impaired. The proximity impacts of the Build Alternatives will not substantially impair the protected activities, features, or attributes of these resources in terms of their Section 4(f) significance. As a result, Alternatives 1 and 2 would not result in constructive use of any of the properties in Table B.1.

B.3.3 Santa Ana River Trail/Bike Lane

B.3.3.1 Project Effects at the Santa Ana River Trail/Bike Lane

Alternatives 1 and 2 would not result in the permanent use of land from the Santa Ana River Trail/Bike Lane. As shown in Table B.2, construction of the Initial Phases of Alternatives 1 and 2 would result in the permanent relocation of an approximately 200 ft long segment of the Trail/Bike Lane in the vicinity of Green River Road, possible temporary detours of a segment of the Trail/Bike Lane during construction, and temporary occupancy of the Trail/Bike Lane during those detours. The relocated trail segment is shown on Figures B.2 and B.3 for the Initial Phases of Alternatives 1 and 2, respectively.

The potential effects of the construction of Alternatives 1 and 2 on the Santa Ana River Trail/Bike Lane are independent of, would occur after, and would accommodate any effects to the Trail/Bike Lane as a result of other projects in the area including the United States Army Corps of Engineers (Corps) projects to realign and modify the Santa Ana River. Refer to Section 2.3.9, Related Projects and Other

Projects in the Vicinity of the SR-91 CIP, for additional discussion of Corps projects in the vicinity of the Santa Ana River. As a result, the evaluation of the impacts of Alternatives 1 and 2 on the Trail/Bike Lane assesses only the impacts of those two alternatives on that facility and does not consider any effects of other projects on the Trail/Bike Lane.

The Initial Phases of Build Alternatives 1 and 2 also include construction of a 30-space surface parking lot near the relocated Trail/Bike Lane segment. The original location of the proposed parking lot at the end of the proposed Green River Road realignment and cul-de-sac was in conflict with the extension of the embankment of the Corps' Santa Ana River Reach 9 Phase 2B project. As a result of coordination with the Corps, the parking lot was reconfigured to avoid this conflict. The State Route 91 Corridor Improvement Project (SR-91 CIP) will provide an entrance to the Santa Ana River Trail/Bike Lane from the parking lot to enter the Trail/Bike Lane from the north side onto the extended maintenance access road as modified by the Corps as part of the Santa Ana River Reach 9 Phase 2B project.

The Santa Ana River Trail/Bike Lane extends through the City of Corona into Orange County. The segment of the Trail/Bike Lane that will be shifted north by the SR-91 CIP Build Alternatives is in the City of Corona. As a result, the California Department of Transportation (Department) requested the City of Corona to consider the project effects on that segment of the Santa Ana River Trail/Bike Lane, as described at the end of the following section, Section B.3.3.2, Applicability of Section 4(f).

B.3.3.2 Applicability of Section 4(f)

The Department has determined that the SR-91 CIP Build Alternatives satisfy the five conditions set forth in 23 CFR Section 774.13(d) and do not constitute a use; therefore, Section 4(f) would not apply to the temporary occupancy of the Santa Ana River Trail/Bike Lane during construction of the Initial Phases of Alternatives 1 and 2. The duration of that temporary occupancy would be substantially less than the time needed for construction of the Build Alternatives and there would be no change in ownership of land. The changes to the Santa Ana River Trail/Bike Lane would be minimal, no permanent adverse physical impacts are anticipated, and there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis. The land being used would be fully restored and returned to the condition that existed prior to the project.

B.3.3.3 Documentation of Consultation

Mr. Lance Natsuhara, County of Orange, attended the June 9, 2009, consultation meeting. Consultation with the County of Orange regarding the Santa Ana River Trail/Bike Lane was initiated to ensure that temporary occupancy would result in minimal effects on the Trail/Bike Lane and that the relocated segment of the Trail/Bike Lane will be fully functional after completion of the construction of the Initial Phases of Alternatives 1 and 2.

At the request of Mr. Natsuhara, a second consultation meeting was held with a representative of Orange County Parks (OC Parks), the County of Orange department responsible for the Santa Ana River Trail/Bike Lane. That meeting was held on August 4, 2009. Mr. Harry Huggins, Asset Manager for OC Parks, attended the meeting. The issue of potentially temporarily closing an approximately 4,800 ft long segment of the Santa Ana River Trail/Bike Lane during construction was discussed with Mr. Huggins at the August 4, 2009 meeting. The meeting agenda and minutes for the August 4, 2009, meeting with OC Parks are on file at the Riverside County Transportation Commission (RCTC).

Mr. Huggins provided a written response (letter dated October 9, 2009) regarding the anticipated temporary closure/occupancy of part of the Santa Ana River Trail/Bike Lane during construction. In that letter, OC Parks indicated that it would not support, under any circumstances, the temporary closure of the Santa Ana River Trail/Bike Lane during construction of the Build Alternatives. That comment was predicated on the information discussed at the August 4, 2009 meeting, which indicated that an approximately 4,800 ft long segment of the Trail/Bike Lane could potentially be closed during construction. Since that meeting, it was determined that only very limited (hours/days) temporary detours of a much shorter, 200 ft long segment of the Trail/Bike Lane may be necessary during the construction of the Build Alternatives.

The Department requested the City of Corona's concurrence with that determination in a letter to the City dated April 10, 2012. The City concurred with that determination by signing the Department's letter on April 12 and April 16, 2012 (signatures from the Public Works Department and Parks and Community Services Department, respectively). Copies of the April 10, 2012 letter and the signed April 12 and April 16, 2012 letters are provided in Attachment D.

A summary of the meetings and letters documenting the Section 4(f) consultation with the County of Orange regarding the potential effects of the SR-91 CIP Build

Alternatives on the Santa Ana River Trail/Bike Lane is also provided in Attachment B, Consultation with the County of Orange.

B.3.4 Featherly Regional Park

B.3.4.1 Project Effects at Featherly Regional Park

Alternatives 1 and 2 would not result in the permanent use of land from Featherly Regional Park, but would result in the temporary occupancy of some land in the Park for TCEs during construction of the Initial Phases of Alternatives 1 and 2. There are three TCEs totaling 0.2 ac just north of SR-91 and within Featherly Regional Park as shown on Figure B.4. The TCEs are to accommodate the modifications to drainages and utility facilities in the Initial Phases of Alternatives 1 and 2. There would be no TCEs at Featherly Regional Park during construction of the Ultimate Projects for Alternatives 1 and 2. No permanent project features will be constructed in Featherly Regional Park within the boundaries of the TCEs needed during construction of the Initial Phases of Alternatives 1 and 2.

B.3.4.2 Applicability of Section 4(f)

The Department has determined that the SR-91 CIP Build Alternatives satisfy the five conditions set forth in 23 CFR Section 774.13(d) and do not constitute a use; therefore, Section 4(f) would not apply to the TCEs at Featherly Regional Park during construction of the Initial Phases of Alternatives 1 and 2. The duration of the temporary occupancy would be less than the time needed for construction of the Build Alternatives and there would be no change in ownership of land. The changes to Featherly Regional Park would be minimal, no permanent adverse physical impacts are anticipated, and there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis. The land being used would be fully restored and returned to the condition that existed prior to the project. As noted earlier, no permanent project features will be constructed in Featherly Regional Park within the boundaries of the TCEs needed during construction of the Initial Phases of Alternatives 1 and 2.

B.3.4.3 Documentation of Consultation

OC Parks is the County of Orange department responsible for Featherly Regional Park. Consultation with OC Parks regarding the temporary use of parts of Featherly Regional Park was initiated in 2009 to ensure that the TCEs would result in minimal effects on the Park, and that the affected areas in the Park are fully restored and functional after completion of the construction of the Initial Phases of Alternatives 1 and 2.

A consultation meeting was held with Mr. Harry Huggins, Asset Manager for OC Parks, on August 4, 2009. The meeting agenda and minutes for the August 4, 2009, meeting with OC Parks are on file at RCTC.

Mr. Huggins provided a written response (letter dated October 9, 2009) regarding the potential temporary use impacts on Featherly Regional Park during construction of the Build Alternatives. In that letter, OC Parks did not provide any specific comments or identify any specific concerns regarding the temporary use of land from Featherly Regional Park for TCEs during project construction.

The County concurred with the Department's temporary occupancy determination at Featherly Regional Park in an email dated March 22, 2012. A copy of that email from the County is provided in Attachment B.

A summary of the meetings and letters documenting the Section 4(f) consultation with the County of Orange regarding the potential effects of the SR-91 CIP Build Alternatives on Featherly Regional Park is also provided in Attachment B.

B.3.5 Chino Hills State Park

B.3.5.1 Project Effects at Chino Hills State Park

In addition to the de minimis impacts discussed in Section 3.1.3.3 and as shown on Figure B.5, Alternatives 1 and 2 would result in the temporary occupancy of approximately 2.0 ac of land in CHSP for seven TCEs during construction of the Initial Phases of Alternatives 1 and 2. The TCEs in CHSP will be necessary to access and modify drainages and utility facilities in the SR-91 right-of-way and in and around the Burlington Northern Santa Fe (BNSF) railroad right-of-way to accommodate construction of the Green River Road westbound exit ramp bridge over the railroad tracks. No permanent project features will be constructed in CHSP within the boundaries of the TCEs needed during construction of Alternatives 1 and 2.

B.3.5.2 Applicability of Section 4(f)

The Department made a preliminary determination that the use of 2.0 ac in CHSP for TCEs during the construction of the Initial Phases of the SR-91 CIP Build Alternatives satisfies the five conditions set forth in 23 CFR Section 774.13(d) and does not constitute a use; therefore, Section 4(f) would not apply to the use of 2.0 ac of land in CHSP for TCEs. The duration of the temporary occupancy would be less than the time needed for construction of the Build Alternatives, and there would be no change in ownership of land. The changes to CHSP would be minimal, no permanent adverse physical impacts are anticipated, and there would be no interference with the

activities or purposes of the resource on either a temporary or permanent basis. The land being used temporarily during construction must be returned to the condition that existed prior to the project. Alternatives 1 and 2 would result in the temporary occupancy of 2.0 ac of land in CHSP for seven TCEs. The TCEs are for work on existing culverts and existing power poles, and work in the vicinity of the BNSF railroad tracks. The areas in CHSP used for TCEs would be fully restored and functional after completion of the construction of Alternatives 1 and 2.

B.3.5.3 Documentation of Consultation

The State Parks Department (State Parks) confirmed their concurrence with the determination that the TCEs in CHSP are temporary occupancies and do not constitute a use of park land under Section 4(f) in a letter dated April 5, 2012, a copy of which is provided in Attachment C.

A summary of the meetings and letters documenting the Section 4(f) consultation with State Parks regarding the potential effects of the SR-91 CIP Build Alternatives on CHSP is also provided in Attachment C.

B.3.6 Griffin Park

B.3.6.1 Project Effects at Griffin Park

The Alternative 1 and 2 Ultimate Projects will require a 0.47 ac TCE at Griffin Park, as shown on Figure B.6. As shown on Figure B.6, one TCE in Griffin Park will be necessary to access and modify drainages in the SR-91 right-of-way. No permanent project features will be constructed in Griffin Park within the boundary of the TCE needed during construction of the Alternative 1 and 2 Ultimate Projects.

B.3.6.2 Applicability of Section 4(f)

The Department has determined that the SR-91 CIP Build Alternatives satisfy the five conditions set forth in 23 CFR Section 774.13(d) and do not constitute a use; therefore, Section 4(f) would not apply to the temporary occupancy of Griffin Park for a 0.47 ac TCE during construction of the Alternative 1 and 2 Ultimate Projects. The duration of that temporary occupancy would be substantially less than the time needed for construction of the Build Alternatives and there would be no change in ownership of land. The changes to Griffin Park would be minimal, no permanent adverse physical impacts are anticipated, and there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis. The land being used would be fully restored and returned to the condition that existed prior to the project.

B.3.6.3 Documentation of Consultation

Mr. Robert Morin attended the June 9, 2009, consultation meeting representing the City of Corona. The intent of that consultation with the City was to ensure that the TCEs result in minimal effects on Griffin Park, and that affected areas of the Park are returned to the condition that existed prior to the project. The City of Corona provided a consultation letter (dated June 15, 2009) that indicated the information provided to the City regarding the impacts to Griffin Park was adequate, and that the City was not providing any further information regarding that Park. In its letter, the City of Corona indicated that:

- Griffin Park, the identified Section 4(f) property in the City, is under the jurisdiction of the City of Corona.
- The information provided to the City regarding the facilities and amenities at Griffin Park is correct, no additional information regarding that property is required, and the purpose of Griffin Park has been adequately described.
- The anticipated project impacts (only temporary occupancy for a TCE) at Griffin Park have been adequately evaluated in the information provided to the City.
- The significance and importance of this property to the City has been adequately expressed.

The City agreed in a letter dated June 15, 2009, that the project's impacts to Griffin Park were fully and correctly evaluated and would be temporary. A copy of the June 5, 2009 letter from the City is provided in Attachment D.

A summary of the meetings and letters documenting the Section 4(f) consultation with the City of Corona regarding the potential effects of the SR-91 CIP Build Alternatives on Griffin Park is also provided in Attachment D.

B.3.7 El Cerrito Sports Park

B.3.7.1 Project Effects at El Cerrito Sports Park

Alternatives 1 and 2 would not result in the permanent use of land from El Cerrito Sports Park, but would result in the temporary occupancy of some land from the Park for four TCEs as shown on Figure B.7. The TCEs, just east of I-15 and within the boundary of El Cerrito Sports Park, will be used to access and modify drainages in the SR-91 CIP right-of-way during construction of the Initial Phases of Alternatives 1 and 2.

B.3.7.2 Applicability of Section 4(f)

The Department has determined that the SR-91 CIP Build Alternatives satisfy the five conditions set forth in 23 CFR Section 774.13(d) and do not constitute a use; therefore, Section 4(f) would not apply to the temporary occupancy at El Cerrito Sports Park for four TCEs during construction of the Initial Phases of Alternatives 1 and 2. The changes to El Cerrito Sports Park would be minimal, no permanent adverse physical impacts are anticipated, and there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis. The land being used would be fully restored and returned to the condition that existed prior to the project.

The duration of the temporary occupancy would be less than the time needed for construction of the Build Alternatives and there would be no change in ownership of land. The changes to El Cerrito Sports Park would be minimal, no permanent adverse physical impacts would occur, and there would be no interference with the activities or purposes of the resource on either a temporary or permanent basis. The land being used would be fully restored and would be returned to the condition that existed prior to the project. During public circulation and prior to final approval of the project, the Department will continue coordinating with the City of Corona on obtaining agreement regarding the above conditions.

B.3.7.3 Documentation of Consultation

The Department sent a letter (dated March 22, 2011) to the City of Corona explaining that the Department determined that the temporary use of land for the TCEs at El Cerrito Sports Park satisfies the five conditions set forth in 23 CFR Section 774.13(d), and that Section 4(f) would not apply.

In an email dated May 13, 2011, the City of Corona indicated that it concurred with the Department's determination that Section 4(f) would not apply to the temporary use of land in El Cerrito Sports Park for a TCE during the construction of the SR-91 CIP. A copy of that email is included in Attachment D.

A summary of the meetings and letters documenting the Section 4(f) consultation with the City of Corona regarding the potential effects of the SR-91 CIP Build Alternatives on El Cerrito Sports Park is also provided in Attachment D.

Attachments to this report are provided as follows:

- **Attachment A:** Tables and Figures
- **Attachment B:** Summary of Consultation with the County of Orange
- **Attachment C:** Summary of Consultation with State Parks
- **Attachment D:** Summary of Consultation with the City of Corona
- **Attachment E:** Consultation Letter from the National Park Service
- **Attachment F:** Evaluation of the Potential for Constructive Use Impacts

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Attachment A: Tables and Figures

This attachment contains the following tables and figures:

Tables

- Table B.1 Parks and Recreation Resources
- Table B.2 Summary of Effects That Do Not Trigger Protection Under Sections 4(f) and 6(f)

Figures

- Figure B.1 Section 4(f) and 6(f) Properties and Other Recreation Resources in the SR-91 CIP Study Area
- Figure B.2 Alternative 1 Relocated Santa Ana River Trail/Bike Lane
- Figure B.3 Alternative 2 Relocated Santa Ana River Trail/Bike Lane
- Figure B.4 Alternatives 1 and 2 at Featherly Regional Park
- Figure B.5 Temporary Construction Easements at Chino Hills State Park
- Figure B.6 Alternatives 1 and 2 at Griffin Park
- Figure B.7 Alternatives 1 and 2 at El Cerrito Sports Park

Table B.1 Parks and Recreation Resources¹

Name, Address, and Owner/Operator of Property	Description of Facilities and Resources on Property
<p>Santa Ana River Trail/Bike Lane 24001 Santa Ana Canyon Road Anaheim, CA 92808</p> <p>City of Corona</p>	<p style="text-align: center;">Public Trails</p> <p>The Santa Ana River Trail/Bike Lane extends approximately 70 mi across Orange, Riverside, and San Bernardino Counties and 14 incorporated cities in those counties. Along the project segment of SR-91 and extending west to the Trail/Bike Lane terminus in Orange County, the Santa Ana River Trail/Bike Lane is a paved off-street, Class I bicycle path. East of Green River Road, although most of the Trail/Bike Lane is a paved Class I off-street bicycle path, some segments of the Trail/Bike Lane are in paved public street rights-of-way or are unpaved (such as in the San Bernardino National Forest). All of the Trail/Bike Lane in the SR-91 study area is paved. The Trail/Bike Lane in the study area is available for use by bicyclists and pedestrians. Some segments of the Trail/Bike Lane, such as in the San Bernardino County National Forest well east of the project study area, are unpaved and are available for use by equestrians as well as bicyclists and pedestrians. The Santa Ana River Trail/Bike Lane is a recreational facility only and not a transportation or mixed-use facility. However, the segment of the Trail/Bike Lane between Green River Road in Riverside County and Gypsum Canyon Road in Orange County that parallels SR-91 is open to use by motorized bicycles in addition to regular bicycles and pedestrians.</p> <p>In the vicinity of the project segment of SR-91 in Riverside County, the Santa Ana River Trail/Bike Lane is a paved, off-street trail in a dedicated, publicly owned right-of-way in the City of Corona. Because that segment of the Trail/Bike Lane is owned and operated by the City and will be affected by the SR-91 CIP, it qualifies for protection as a Section 4(f) property.</p> <p>The segment of the Santa Ana River Trail/Bike Lane along SR-91 in Orange County is a paved, off-street trail in a dedicated, publicly owned right-of-way. That segment of the Trail/Bike Lane will not be affected by any of the SR-91 CIP Build Alternatives.</p> <p>The Santa Ana River Trail/Bike Lane intersects some established bicycle lanes/facilities along its alignment as well as 24 local and arterial roads. As a result, this Trail/Bike Lane can be widely accessed by foot or bicycle from access points along its entire length. In the study area for the SR-91 CIP, parking to access the Trail/Bike Lane is available on street just east of the entrance to the Green River Golf Club in the City of Corona, and on-site parking is available in both CHSP and Featherly Regional Park.</p> <p>The Santa Ana River Trail/Bike Lane is one of many trails throughout the region. For example, as the Trail/Bike Lane travels south adjacent to the Santa Ana River, it crosses or connects to a number of trails and pedestrian and bicycle facilities along its alignment. These include several trails in CHSP on the north and south sides of SR-91.</p> <p>The Santa Ana River Trail/Bike Lane traverses Featherly Regional Park generally adjacent to the Santa Ana River. In the vicinity of SR-91, the Trail/Bike Lane is an off-street paved asphalt path, 12 ft wide, that is divided into two lanes so that cyclists may ride abreast and to allow for safe passing. The Trail/Bike Lane accommodates bicyclists, rollerbladers, joggers, and pedestrians. The segment of the Trail/Bike Lane in the SR-91 CIP study area has only moderate topography and provides views of the Santa Ana River and wildlife.</p>

Table B.1 Parks and Recreation Resources¹

Name, Address, and Owner/Operator of Property	Description of Facilities and Resources on Property
	<p>Destinations along the Santa Ana River Trail/Bike Lane outside the SR-91 CIP study area include a rest area at Centennial Regional Park in the City of Santa Ana, picnic and rest-stop areas at Katella Avenue and Orange/Olive in the City of Orange, and a picnic area at Yorba Regional Park in the City of Anaheim. Because the Trail/Bike Lane is open for public access at a large number of locations along its alignment, it is not possible to estimate the number of users of this facility.</p> <p>Features that make the Santa Ana River Trail/Bike Lane special include its length and route, which crosses much of Orange County adjacent to the Santa Ana River; its views of natural and developed areas along the Trail/Bike Lane alignment; and the access the Trail/Bike Lane provides to other recreational facilities, including parks and other trails.</p> <p>The segment of the Santa Ana River Trail/Bike Lane east of Featherly Regional Park is generally close to or within the State right-of-way for SR-91. In Featherly Regional Park, the Trail/Bike Lane is farther north and, as a result, is farther from SR-91.</p> <p>During a consultation meeting for this project, an NPS representative indicated that the NPS considers trails in this part of southern California to be potential links to the Anza Trail. The general alignment of the Anza Trail is well north of SR-91, in San Bernardino County, and is not crossed by or in the vicinity of the SR-91 CIP limits. However, as indicated by the NPS, Santa Ana River Trail/Bike Lane users could potentially reach the Anza Trail via trails in CHSP and other locations to the north. Because the Anza Trail is well north of the SR-91 CIP study area, it is described here as a part of the overall regional system of trails but not as a resource affected by the SR-91 CIP Build Alternatives.</p>
<p>Featherly Regional Park 24001 Santa Ana Canyon Road Anaheim, CA 92808</p> <p>OC Parks</p>	<p style="text-align: center;">Public Parks</p> <p>Featherly Regional Park is owned and operated by OC Parks. Because Featherly Regional Park is publicly owned and operated and is open to the public, it qualifies as a Section 4(f) property.</p> <p>Amenities provided at Featherly Regional Park include on-site parking, a visitor center, park benches, picnic tables, campsites, restrooms, and the Santa Ana River Trail/Bike Lane. Featherly Regional Park covers 364 ac, much of which is a natural riparian wilderness area. Viewing opportunities are best from the Santa Ana River Trail/Bike Lane and the banks of the Santa Ana River. Featherly Regional Park offers both camping and day use. The estimated number of day and overnight visitors to Featherly Regional Park was not available from the OC Parks website.</p> <p>Featherly Regional Park is traversed by the Santa Ana River Trail/Bike Lane, which provides a connection between this park and a number of other recreational resources along the Santa Ana Trail/Bike Lane, including the Green River Golf Club and parks to the west and south all the way to the Pacific Ocean. Vehicular access to Featherly Regional Park is available via Gypsum Canyon Road. Travelers on SR-91 can exit the freeway at Gypsum Canyon Road and travel north on Gypsum Canyon Road a short distance to the main entrance of this park. Pedestrians and bicyclists can access the park at the main entrance on Gypsum Canyon Road or via the Santa Ana River Trail/Bike Lane.</p>

Table B.1 Parks and Recreation Resources¹

Name, Address, and Owner/Operator of Property	Description of Facilities and Resources on Property
	<p>Features that make Featherly Regional Park special include the provision of camping and day use activities in proximity to a large number of users in the developed parts of northeast Orange County, the ability to use the Santa Ana River Trail/Bike Lane to access other area resources, and the riparian vegetation and wildlife along the Santa Ana River.</p> <p>Featherly Regional Park is immediately adjacent to SR-91. There is a substantial change in grade from the freeway to the park, with the park substantially lower than the freeway. In addition, the interchange ramps for the SR-241/SR-91 interchange are immediately adjacent to and above Featherly Regional Park.</p>
<p>Chino Hills State Park 1879 Jackson Street Riverside, CA 92504</p> <p>On the north and south sides of SR-91 near SR-71, on Assessor's Parcels 1033-171-15-0000 (San Bernardino County); 101-120-018 (Riverside County); and 353-061-03, 085-071-43, 085-071-32, 085-071-35, and 085-071-33 (Orange County)</p> <p>State Parks</p>	<p>CHSP is owned and operated by State Parks. Therefore, because CHSP is publicly owned and operated and is open to the public, it qualifies as a Section 4(f) property.</p> <p>Amenities provided in CHSP include on-site parking, picnic areas, an equestrian staging area, pipe corrals, a historic barn, water spigots, campsites, restrooms, and approximately 60 mi of hiking, bike, and equestrian trails. Organized campfires, school programs, nature hikes, a Junior Ranger program, and educational talks are offered throughout the year. A ranch house, barn, windmills, and watering troughs in the park are reminders of the cattle ranching in this area.</p> <p>CHSP serves a valuable function as a major link in a wildlife biolink that extends over 30 mi from the Santa Ana Mountains to the southeast to the Whittier Hills to the northwest. The Coal Canyon wildlife undercrossing, which connects the Santa Ana Mountains south of SR-91 and the Puente-Chino Hills north of SR-91, is in CHSP. This wildlife crossing is used by a wide variety of wildlife.</p> <p>The total area of CHSP is 14,173 ac. CHSP is normally open for both camping and day use. Based on input from State Parks (October 23, 2009), the estimated annual numbers of day-use and overnight visitors to CHSP are 100,000 and 3,500, respectively.</p> <p>The Freeway Complex Fire burned over 13,800 ac, or approximately 95 percent, of CHSP on November 15, 2008. As a result, the park was closed from November 15, 2008, to February 1, 2009. CHSP reopened on February 1, 2009, with some restrictions. As of 2012, CHSP is open from April through September, 8:00 a.m. to 7:00 p.m., Friday through Monday. From October through March, CHSP is open from 8:00 a.m. to 5:00 p.m., Friday through Monday. Camping is available at CHSP on Friday and Saturday nights, and campers must leave CHSP by 12:00 noon on Sunday. There are 20 campsites in the park campground. Campfires are allowed in the campground as of November 18, 2011, but are prohibited during fire season. CHSP is closed Tuesday through Thursday.</p> <p>Vehicular access to CHSP is available at the park entrances at Rimcrest Drive and Bane Canyon Road. Those entrances are well north of the SR-91 CIP study area. Travelers on SR-91 can use SR-71 north to Soquel Canyon Parkway, then travel west on the Parkway to Bane Canyon Road. Pedestrians and bicyclists can access CHSP at those entrances and at a number of trailheads leading to trails in the park. There is a trailhead in CHSP just north of Green River Road. The unpaved trail extends east and north from that trailhead, along a maintenance road, into CHSP.</p>

Table B.1 Parks and Recreation Resources¹

Name, Address, and Owner/Operator of Property	Description of Facilities and Resources on Property
	<p>Features that make CHSP special include its overall size, the wide range of natural resources within the park, the connections provided at CHSP to other open space and wilderness areas for wildlife, and the overall experience and enjoyment associated with such a large area of open space in a largely urbanized area. There is a trail in CHSP just north of the Green River Road off-ramp and SR-91.</p>
<p>Griffin Park 2804 Griffin Way Corona, CA 92879</p> <p>City of Corona</p>	<p>This 12.9 ac neighborhood park in the City of Corona just north of SR-91 is owned and operated by the City and is open to the public. Therefore, it qualifies as a Section 4(f) property.</p> <p>This park provides on-site parking, benches, grassy areas, a play area, and paved walking paths. The park provides opportunities for passive recreation. Griffin Park is open to the public with access via local streets and sidewalks. Vehicular access to Griffin Park is available via several local streets, including Griffin Way, Bristol Way, and Hillsborough Way. Pedestrians and bicyclists can also access Griffin Park via these local streets. Travelers on SR-91 can access the park from SR-91 by exiting at McKinley Street, traveling north on McKinley Street to Griffin Way, and then continuing east on Griffin Way to the park.</p> <p>No overnight use is allowed at Griffin Park. The estimated number of users at the park was not available from the City of Corona website. In addition, because this is a neighborhood park with unrestricted access for pedestrians and cars, it is not possible to estimate the number of users.</p> <p>Features that make Griffin Park special include being readily accessible to area residents and the presence of coastal sage scrub over a large part of the site. Griffin Park is at a higher elevation than, and overlooks, SR-91.</p>
<p>El Cerrito Sports Park East of the El Cerrito Road/I-15 Interchange Corona, CA 92881</p> <p>City of Corona</p>	<p>El Cerrito Sports Park is a 26.6 ac public park on the east side of I-15 that opened to the public on June 5, 2010. Amenities at the park include two full-sized baseball/softball diamonds, two Little League baseball/softball diamonds, one T-ball multi-use field, two full-sized soccer fields, two basketball courts, a 5,000 sq ft community center building, off-street parking, restrooms, landscaping, fencing, sports field lighting, tot lots, and a concession stand. Vehicle access to this park is via Rudell Road on the northeast side of the park. Pedestrian access to El Cerrito Sports Park is via Rudell Road and El Cerrito Road.</p>
<p>Civic Center Gym 815 West Sixth Street Corona, CA 92882</p> <p>City of Corona</p>	<p>This park is approximately 500 ft south of SR-91, between Buena Vista Avenue and Vicentia Avenue, at the City of Corona City Hall. This 17 ac neighborhood park/gym provides ball fields, basketball courts, soccer fields, teen room/gym/fitness room, and a kitchen facility.</p> <p>This gym is outside the right-of-way limits and disturbance limits for, and there is no use of land from the gym property by, the Build Alternatives. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered.</p>

Table B.1 Parks and Recreation Resources¹

Name, Address, and Owner/Operator of Property	Description of Facilities and Resources on Property
<p>Sheridan Park 300 South Sheridan Corona, CA 92882</p> <p>City of Corona</p>	<p>This park is approximately 500 ft south of SR-91, just east of Grand Boulevard in the City of Corona. This 3 ac neighborhood park provides active recreation such as ball fields, basketball courts, horseshoes, barbeques, covered shelter, play equipment, and picnic facilities.</p> <p>This park is outside the right-of-way limits and disturbance limits for, and there is no use of land from this park by, the Build Alternatives. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered.</p>
<p>City Park 930 East Sixth Street Corona, CA 92882</p> <p>City of Corona</p>	<p>This park is approximately 950 ft south of SR-91, just east of East Grand Boulevard in the City of Corona. This 17 ac neighborhood park provides ball fields, volleyball courts, basketball courts, soccer fields, swimming pool, horseshoes, a band shell, a skate park, barbeques, covered shelter, play equipment, and picnic facilities.</p> <p>This park is outside the right-of-way limits and disturbance limits for, and there is no use of land from the gym property by, the Build Alternatives. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered.</p>
<p>Prado Regional Park 16700 South Euclid Avenue Chino, CA 91708</p>	<p>Owner/Operator: San Bernardino County Parks Department</p> <p>This recreation area covers approximately 2,000 ac in San Bernardino and Riverside Counties and is approximately 0.3 mi north of SR-91 and east of SR-71. The southern party of the Prado Regional Park facing SR-91 includes Prado Dam and the Prado Dam Spillway. Those areas are not open to the public and do not contain any recreation resources. The public recreation amenities at Prado Regional Park include fishing, hiking, horseback riding, wildlife viewing, picnicking, camping and RV spaces, golf, shooting, boating, playfields, an archery range, horseshoe pits, a dog training facility, and a multipurpose room.</p> <p>This park is outside the right-of-way limits and disturbance limits for, and there is no use of land from this park by, the Build Alternatives. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered.</p>
Publicly Owned Schools	
<p>Parkridge Elementary School 750 Corona Avenue Corona, CA 92879</p> <p>Corona-Norco Unified School District</p>	<p>This public elementary school is approximately 0.4 mi southeast of Hidden Valley Parkway in the City of Corona. This school allows public recreation uses on their grounds.</p> <p>This school is outside the right-of-way limits and disturbance limits for, and there is no use of land from this school by, the Build Alternatives. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered.</p>

Table B.1 Parks and Recreation Resources¹

Name, Address, and Owner/Operator of Property	Description of Facilities and Resources on Property
<p>El Cerrito Middle School 7610 El Cerrito Road Corona, CA 92881</p> <p>Corona-Norco Unified School District</p>	<p>This public middle school is approximately 1,000 ft east of I-15 and the on- and off-ramps to I-15 at El Cerrito Road. There are sports fields on the school site, including a dirt track, soccer field, basketball courts, and a jungle gym. This school allows public recreation uses on their grounds.</p> <p>This school is outside the right-of-way limits and disturbance limits for, and there is no use of land from this school by, the Build Alternatives. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered.</p>
Wildlife Reserve	
<p>Western Riverside County MSHCP</p> <p>Multiple Public and Private Owners</p>	<p>The Western Riverside County MSHCP covers a 324,113 ac plan area and serves as a comprehensive, multijurisdictional Habitat Conservation Plan pursuant to Section 10(a)(1)(B) of FESA of 1973 and the NCCP, focusing on the conservation of species and their associated habitats in western Riverside County. The Western Riverside County MSHCP allows participating jurisdictions to authorize the take of both plant and wildlife species identified in the Western Riverside County MSHCP area. Regulation of the take of threatened, endangered, and rare species is authorized by the applicable wildlife resource agencies (USFWS and CDFG), which allow take authorization for otherwise lawful actions (e.g., public and private development) in exchange for the assembly and management of a coordinated Western Riverside County MSHCP Conservation Area. The SR-91 CIP is a covered project under the Western Riverside County MSHCP. The take of any lands designated in the Western Riverside County MSHCP by the Build Alternatives will be coordinated with, but is not subject to approval by, the Western Riverside RCA.</p>
Golf Course	
<p>Green River Golf Club 5215 Green River Road Corona, CA 92880</p> <p>Orange County Flood Control District</p>	<p>This golf club is open to the public. The Santa Ana River winds through golf courses that are surrounded by mature native oak, sycamore, and cottonwood trees. Prior to initiation of the Corps project to relocate the Santa Ana River, this publicly owned golf club provided two 18-hole golf courses (36 holes total) and a clubhouse on the north side of SR-91 at Green River Road. As of January 2010, 18 holes on the golf course were closed and the vegetation removed as part of the Corps project. Because the Corps has used property from the Green River Golf Club, the disturbance limits for the Build Alternatives would not extend into the golf club's property, and there would be no use of this property by the Build Alternatives. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered.</p>

Sources: Thomas Bros. Map Reference: Orange County Street Guide (2006), San Bernardino & Riverside Counties Street Guide (2007), field visits in 2008 and 2009, and "Big Gift Swells O.C. Park Acreage" (*Los Angeles Times*, June 30, 2010).

¹ The locations of these properties are shown on Figure B.1.

ac = acre/acres

Anza Trail = Juan Batista de Anza National Historic Trail

CEQA = California Environmental Quality Act

CFR = Code of Federal Regulations

CHSP = Chino Hills State Park

CIP = Corridor Improvement Project

Department = California Department of Transportation

ft = foot/feet

I-15 = Interstate 15

L&WCF Act = Land and Water Conservation Fund Act

mi = mile/miles

NNL = National Natural Landmark

NPS = National Park Service

OC Parks = Orange County Parks

RCTC = Riverside County Transportation Commission

SHPO = State Historic Preservation Officer

sq ft = square foot/feet

SR-241 = State Route 241

SR-71 = State Route 71

SR-91 = State Route 91

State Parks = California State Parks

Table B.2 Summary of Effects That Do Not Trigger Protection Under Section 4(f) and 6(f) Properties

Alternative 1 Project			Alternative 2 Project			Status Under Sections 4(f) and 6(f)
Permanent Use	Permanent Easement	TCEs and Other Temporary Occupancies ¹	Permanent Use	Permanent Easement	TCEs and Other Temporary Occupancies ¹	
Santa Ana River Trail/Bike Lane (Refer to Figures B.2 and B.3)						
<p>Initial Phase: None</p> <p>Ultimate Project: None</p>	<p>Initial Phase: None</p> <p>Ultimate Project: None</p>	<p>Initial Phase: Possible temporary detours during the permanent relocation of a 200 ft long segment of the Santa Ana River Trail/Bike Lane</p> <p>Ultimate Project: None beyond the possible temporary detours in the Initial Phase</p>	<p>Initial Phase: None</p> <p>Ultimate Project: None</p>	<p>Initial Phase: None</p> <p>Ultimate Project: None</p>	<p>Initial Phase: Possible temporary detours during the permanent relocation of a 200 ft long segment of the Santa Ana River Trail/Bike Lane</p> <p>Ultimate Project: None beyond the possible temporary detours in the Initial Phase</p>	<p>Permanent Use: There are no permanent uses of the Santa Ana River Trail/Bike Lane under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>Permanent Easement: There are no permanent easements at the Santa Ana River Trail/Bike Lane under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>TCEs and Other Temporary Occupancies: The possible temporary detours of the Santa Ana River Trail/Bike Lane during construction of the Initial Phases of Alternatives 1 and 2 would be a temporary occupancy and, therefore, the requirements of Section 4(f) are not triggered.</p> <p>In summary, the project effects at the Santa Ana River Trail/Bike Lane do not trigger the requirements for protection under Section 4(f) and are, therefore, exempt from the requirements of Section 4(f).</p>
Featherly Regional Park (Refer to Figure B.4)						
<p>Initial Phase: None</p> <p>Ultimate Project: None</p>	<p>Initial Phase: None</p> <p>Ultimate Project: None</p>	<p>Initial Phase: 0.2 ac for TCEs</p> <p>Ultimate Project: None beyond the 0.2 ac for TCEs in the Initial Phase</p>	<p>Initial Phase: None</p> <p>Ultimate Project: None</p>	<p>Initial Phase: None</p> <p>Ultimate Project: None</p>	<p>Initial Phase: 0.2 ac for TCEs</p> <p>Ultimate Project: None beyond the 0.2 ac for TCEs in the Initial Phase</p>	<p>Permanent Use: There are no permanent uses of Featherly Regional Park under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>Permanent Easement: There are no permanent easements at Featherly Regional Park under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>TCEs and Other Temporary Occupancies: The TCEs at Featherly Regional Park during construction of the Initial Phases of Alternatives 1 and 2 would be temporary occupancies and, therefore, the requirements of Section 4(f) are not triggered.</p>

Table B.2 Summary of Effects That Do Not Trigger Protection Under Section 4(f) and 6(f) Properties

Alternative 1 Project			Alternative 2 Project			Status Under Sections 4(f) and 6(f)
Permanent Use	Permanent Easement	TCEs and Other Temporary Occupancies ¹	Permanent Use	Permanent Easement	TCEs and Other Temporary Occupancies ¹	
						In summary, the project effects at Featherly Regional Park do not trigger the requirements for protection under Section 4(f) and are, therefore, exempt from the requirements of Section 4(f).
Chino Hills State Park (Refer to Figure B.5, Sheets 1 to 4)						
Refer to Section 3.1.3.3 for discussion regarding the permanent use of land at CHSP by this Alternative.	Refer to Section 3.1.3.3 for discussion regarding the permanent subsurface easements at CHSP by this Alternative.	Initial Phase: 1.1 ac for one TCE at Green River Road Ultimate Project: 1.03 ac for six TCEs, in addition to the 1.1 ac for one TCE in the Initial Phase	Refer to Section 3.1.3.3 for discussion regarding the permanent use of land at CHSP by this Alternative.	Refer to Section 3.1.3.3 for discussion regarding the permanent subsurface easements at CHSP by this Alternative.	Initial Phase: 1.1 ac for one TCE at Green River Road Ultimate Project: 1.03 ac for six TCEs, in addition to the 1.1 ac for one TCE in the Initial Phase	The permanent use of land and permanent subsurface easements at CHSP are addressed under Section 4(f) in Section 3.1.3.3, Section 4(f), Section 6(f), and the Public Parks Protection Act of 1971. TCEs and Other Temporary Occupancies: The TCEs at CHSP during construction of the Initial Phases of Alternatives 1 and 2 would be temporary occupancies. On March 26, 2012, State Parks provided written agreement that the TCEs would be temporary occupancies and would not trigger the requirements for protection under Section 4(f). A copy of that letter is provided in Attachment C.
Griffin Park (Refer to Figure B.9)						
Initial Phase: None Ultimate Project: None	Initial Phase: None Ultimate Project: None	Initial Phase: None Ultimate Project: 0.5 ac for a TCE	Initial Phase: None Ultimate Project: None	Initial Phase: None Ultimate Project: None	Initial Phase: None Ultimate Project: 0.5 ac for a TCE	Permanent Use: There are no permanent uses of Griffin Park under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered. Permanent Easement: There are no permanent easements at Griffin Park under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered. TCEs and Other Temporary Occupancies: The TCEs at Griffin Park during construction of the Ultimate Projects would be temporary occupancies and, therefore, the requirements of Section 4(f) are not triggered. In summary, the project effects at Griffin Park do not trigger the requirements for protection under Section 4(f).

Table B.2 Summary of Effects That Do Not Trigger Protection Under Section 4(f) and 6(f) Properties

Alternative 1 Project			Alternative 2 Project			Status Under Sections 4(f) and 6(f)
Permanent Use	Permanent Easement	TCEs and Other Temporary Occupancies ¹	Permanent Use	Permanent Easement	TCEs and Other Temporary Occupancies ¹	
El Cerrito Sports Park (Refer to Figure B.10)						
Initial Phase: None	Initial Phase: None	Initial Phase: 0.73 ac	Initial Phase: None	Initial Phase: None	Initial Phase: 0.73 ac	<p>Permanent Use: There are no permanent uses of El Cerrito Sports Park under the Initial Phases and Ultimate Projects of Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>Permanent Easement: There are no permanent easements at El Cerrito Sports Park under the Initial Phases and Ultimate Projects of Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>TCEs and Other Temporary Occupancies: The TCEs at El Cerrito Sports Park would be temporary occupancies during the construction of the Initial Phases of Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>In summary, the project does not use El Cerrito Sports Park and does not trigger Section 4(f).</p>
Ultimate Project: None	Ultimate Project: None	Ultimate Project: None	Ultimate Project: None	Ultimate Project: None	Ultimate Project: None	

Source: Riverside County Transportation Commission (2010 and 2011).

Note: The following recreational resources are outside the project disturbance limits and will not be affected by the project. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered the Civic Center Gym, Sheridan Park, City Park, Prado Regional Park, Green River Golf Club, Mountain View Country Club, and Cresta Verde Golf Course. Refer to Table 3.1.5 for further information on these resources.

¹ The following conditions must all be met for a temporary effect to be considered a temporary occupancy of a property:

- The duration of the occupancy must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land;
- The scope of the work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property must be minimal);
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, and/or attributes of the property on either a temporary or permanent basis;
- The land being used must be fully restored (i.e., the property must be returned to the condition that existed prior to the project); and
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

ac = acre/acres

BNSF = Burlington, Northern, Santa Fe

CFR = Code of Federal Regulations

CHSP = Chino Hills State Park

ft = foot/feet

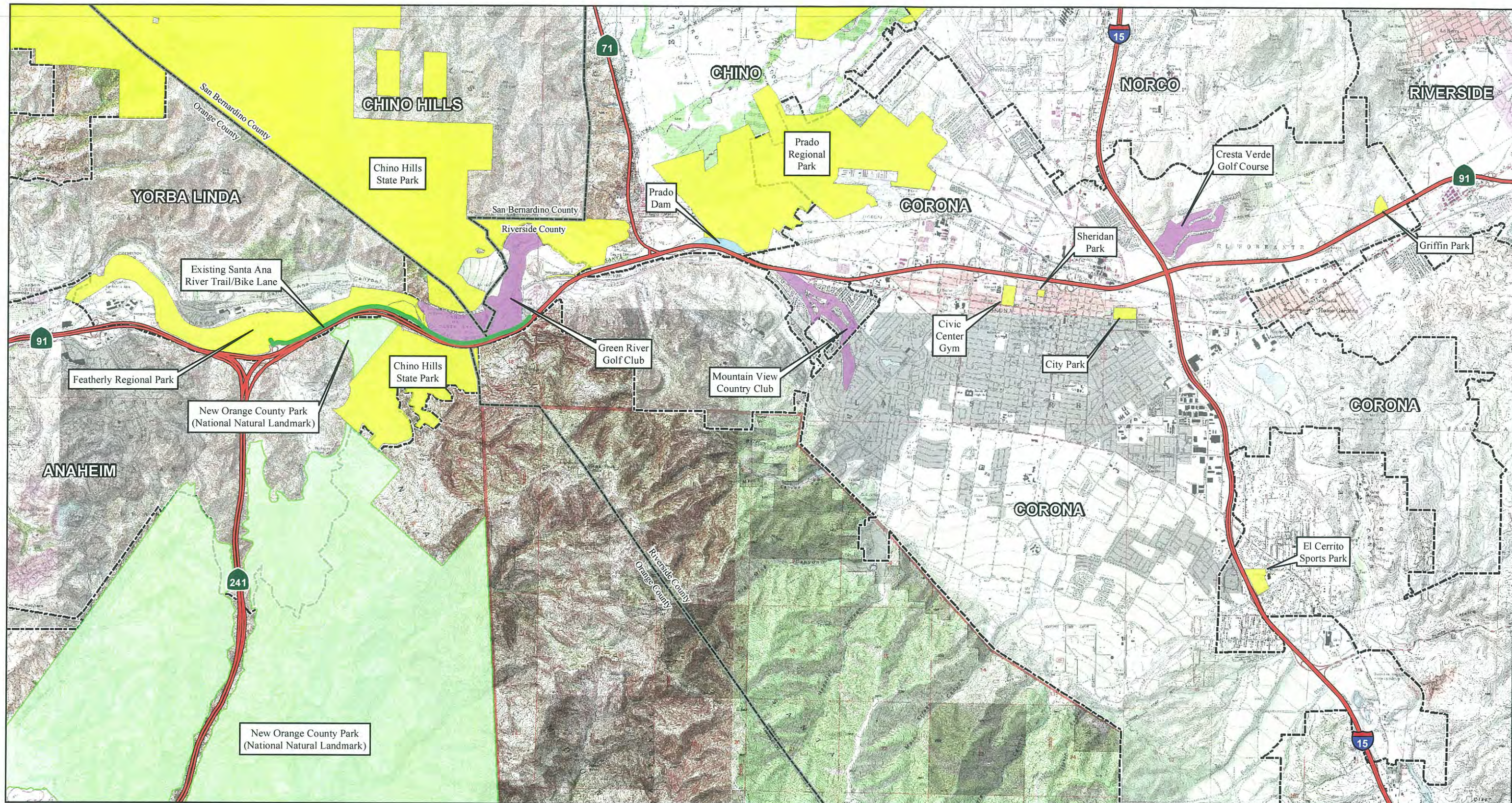
L&WCF Act = Land and Water Conservation Fund Act

NNL = National Natural Landmark

OC = Orange County

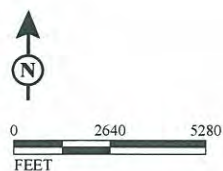
SR-91 = State Route 91

TCEs = temporary construction easements



LEGEND

- Park
- Golf Course/Country Club
- Dam
- New Orange County Park (National Natural Landmark)
- Existing Santa Ana River Trail/Bike Lane



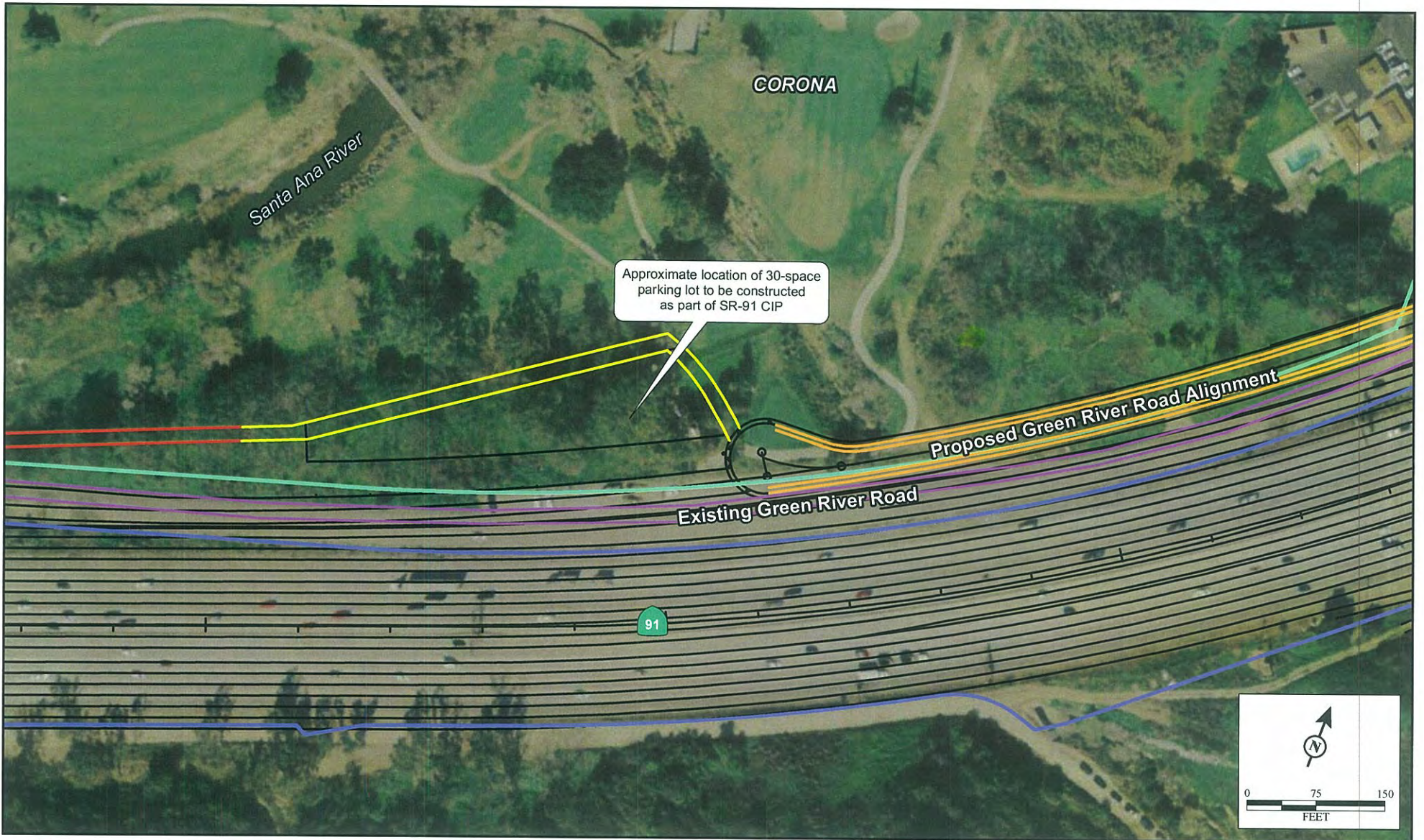
SOURCE: County of Orange (2007), Thomas Bros. (2007), USGS 7.5' QUAD - BLACK STAR CANYON ('88), CORONA NORTH ('81), CORONA SOUTH ('88), PRADO DAM ('81), RIVERSIDE WEST ('81); CALIF.
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FIGURE B.1

SR-91 Corridor Improvement Project
 Section 4(f) and 6 (f) Properties and Other
 Recreational Resources in the SR-91 CIP Study Area

Ora-91-R14.43/R18.91
 Riv-91-R0.00/R13.04
 Riv-15-35.64/45.14
 EA 0F540

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LEGEND

- Existing Bike Trail
- Proposed Relocated Trail/Bike Path by Corps
- Proposed Relocated Trail/Bike Path by SR-91 CIP
- Existing Bike Lanes to Remain on Relocated Green River Road
- Project Improvements
- Existing City Right-of-Way
- Existing State Right-of-Way



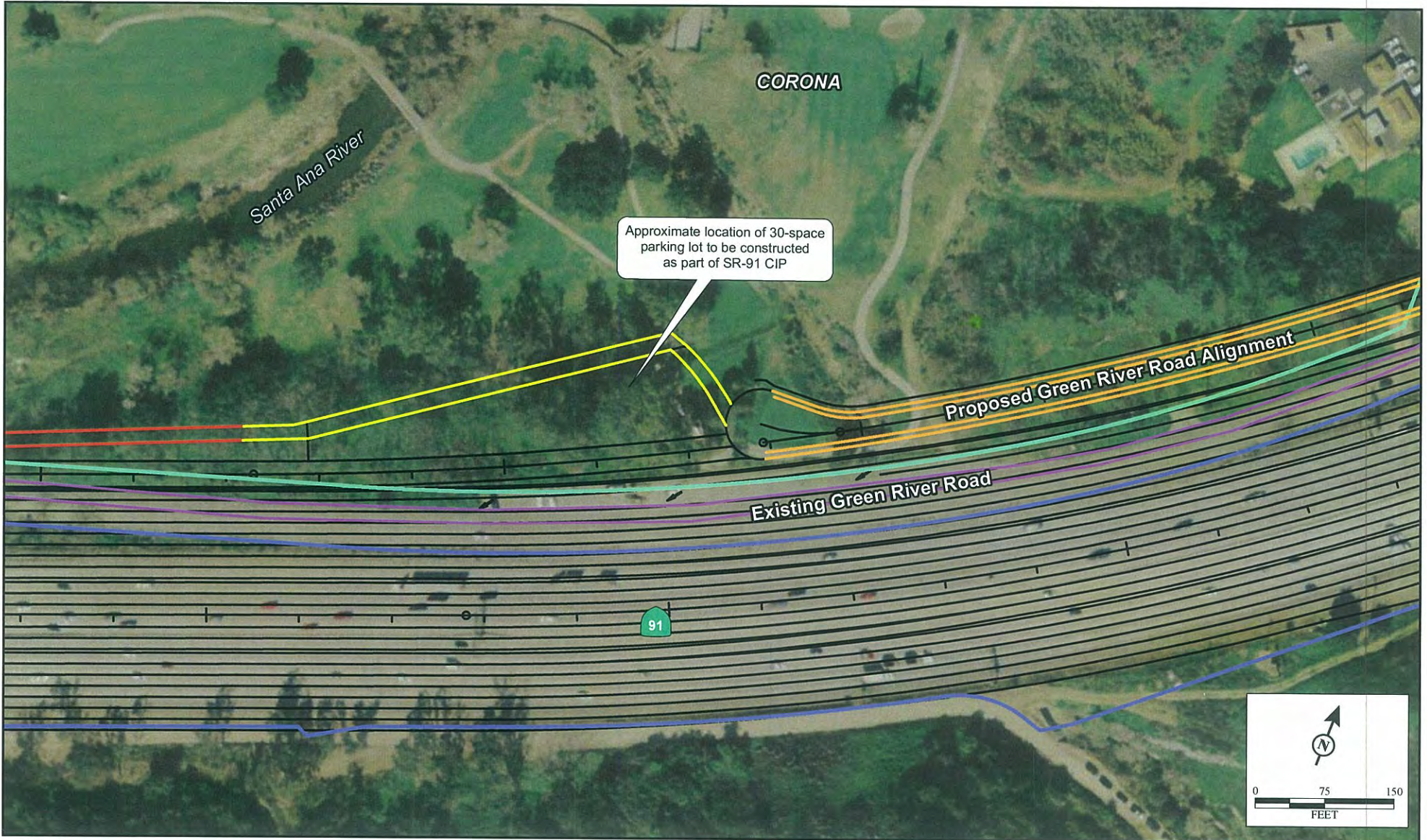
FIGURE B.2

SR-91 Corridor Improvement Project
Alternative 1
Relocated Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2012).
 I:\PAZ0701\GIS\4f\BikeTrail_Proposed_Alt1_FigB2.mxd (7/5/2012)

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- LEGEND**
- Existing Bike Trail
 - Proposed Relocated Trail/Bike Path by Corps
 - Proposed Relocated Trail/Bike Path by SR-91 CIP
 - Existing Bike Lanes to Remain on Relocated Green River Road
 - Project Improvements
 - Existing City Right-of-Way
 - Existing State Right-of-Way



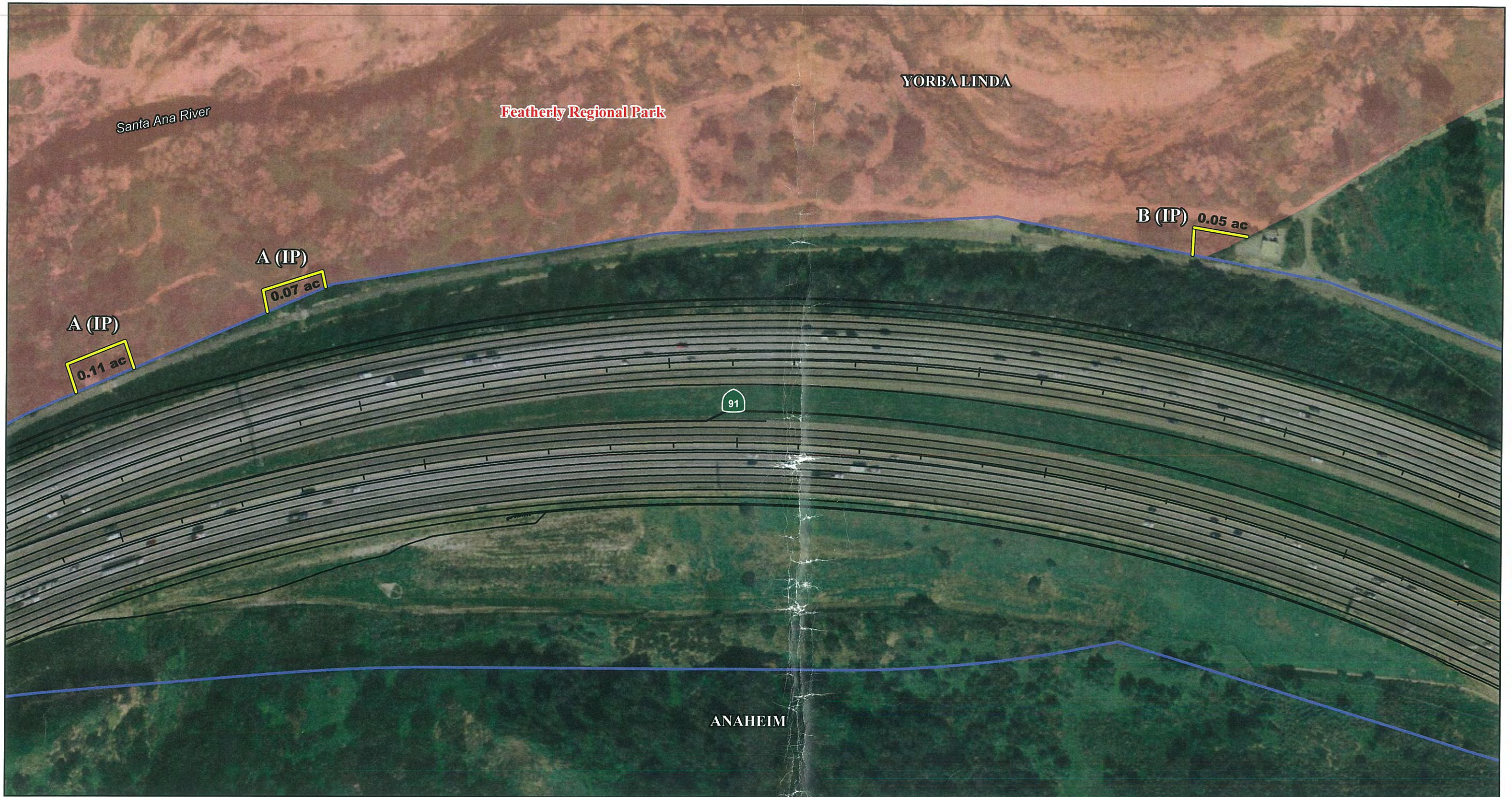
FIGURE B.3

SR-91 Corridor Improvement Project
Alternative 2
Relocated Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2012).
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LEGEND

- Project Improvements
- Temporary Construction Easement (TCE)*
- Existing State Right-of-Way
- Featherly Regional Park

- A - TCE for work on existing culverts/drainages
- B - TCE for work on adjacent power poles or other utility work
- IP - Occurs in the Initial Phase

*No permanent project features would be constructed in the TCEs at this park.

No permanent right-of-way acquisition is needed for Alternatives 1 and 2 (LPA) at this park.

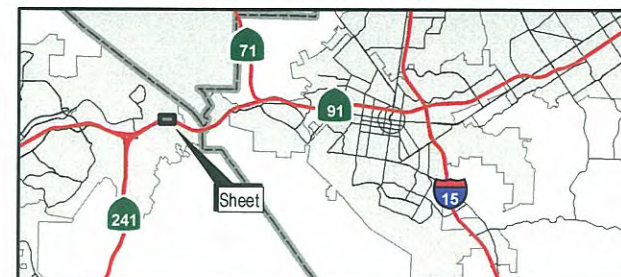
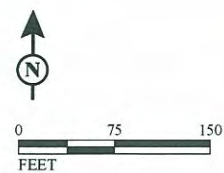


FIGURE B.4

SR-91 Corridor Improvement Project
Alternatives 1 and 2
at Featherly Regional Park

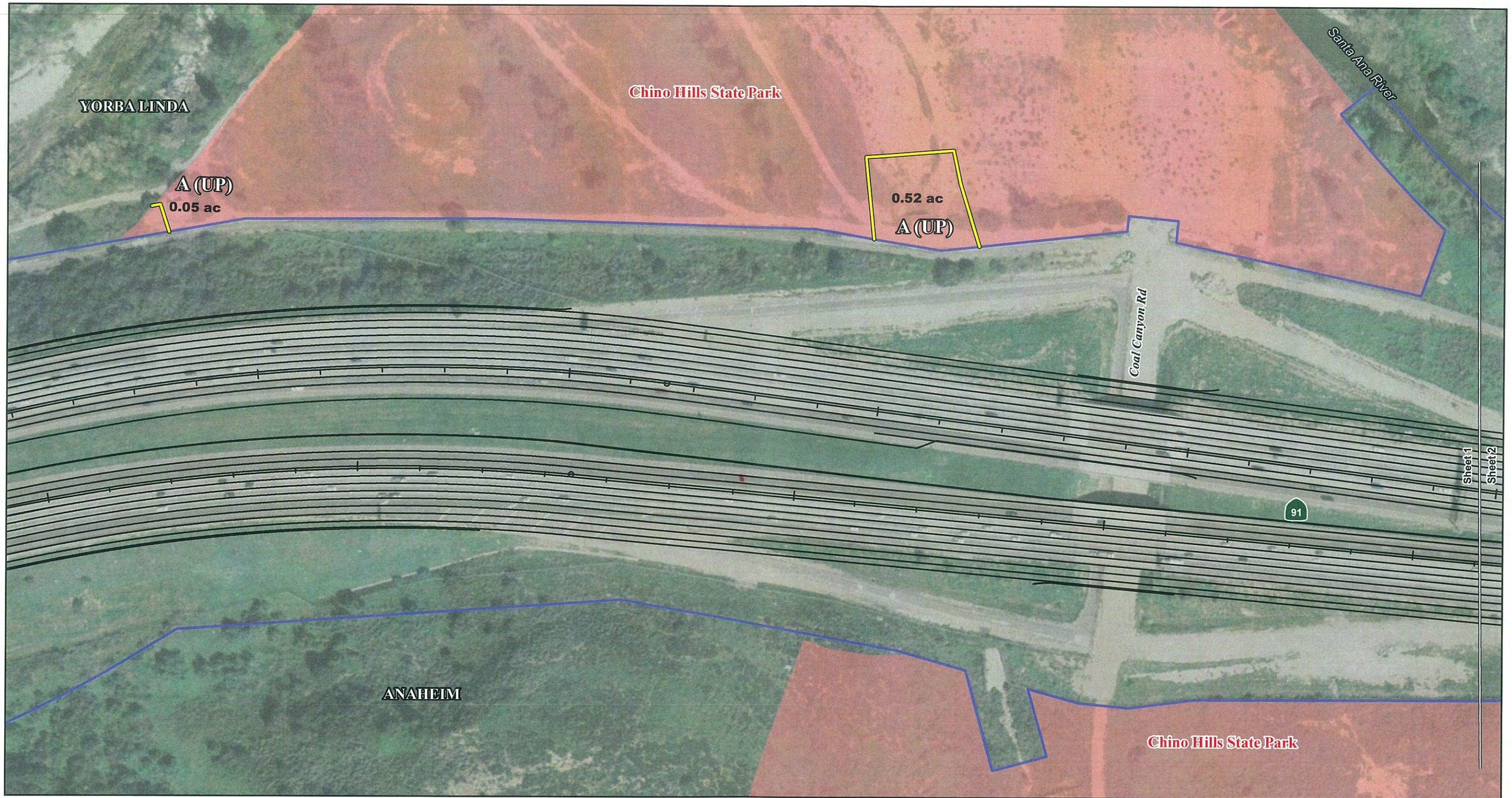
12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA OF540



SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2008).

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LEGEND

- Project Improvements
- Temporary Construction Easement (TCE)*
- Existing State Right-of-Way
- Chino Hills State Park

UP - Occurs in the Ultimate Project
IP - Occurs in Initial Phase

*No permanent project features would be constructed in the TCEs at this park.

- A - TCE for work on existing culverts/drainages
- D - TCE for the extension of an existing culvert
- E - TCE for work in and around the railroad due to construction of the new Green River Road bridge over the railroad
- G - TCE for relocation of overhead power poles over the new bridge



FIGURE B.5

Sheet 1 of 4

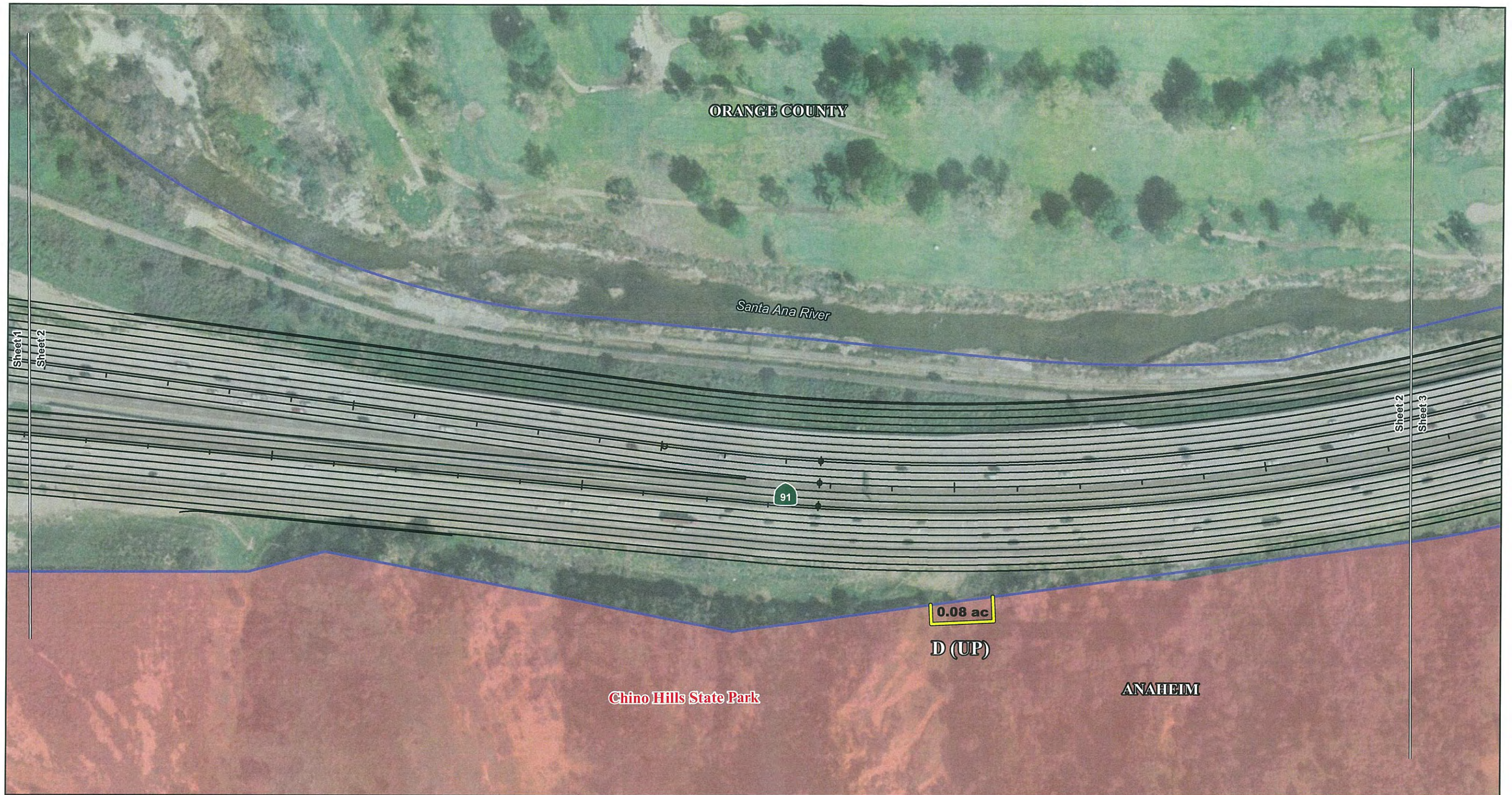
**SR-91 Corridor Improvement Project
 Temporary Construction Easements
 at Chino Hills State Park**

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2008).

i:\paz0701\gis\4f\ChinoHillsStatePark_TCEs.mxd (7/30/2012)

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LEGEND

- Project Improvements
- Temporary Construction Easement (TCE)*
- Existing State Right-of-Way
- Chino Hills State Park

- UP** - Occurs in the Ultimate Project
- IP** - Occurs in Initial Phase

*No permanent project features would be constructed in the TCEs at this park.

- A - TCE for work on existing culverts/drainages
- D - TCE for the extension of an existing culvert
- E - TCE for work in and around the railroad due to construction of the new Green River Road bridge over the railroad
- G - TCE for relocation of overhead power poles over the new bridge

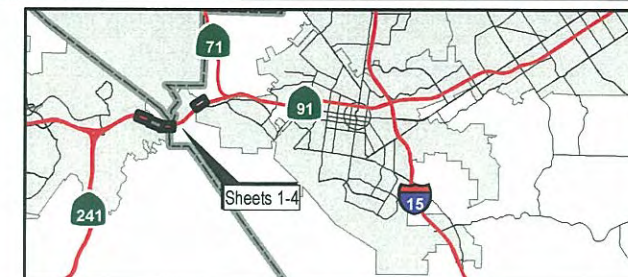


FIGURE B.5

Sheet 2 of 4

**SR-91 Corridor Improvement Project
Temporary Construction Easements
at Chino Hills State Park**

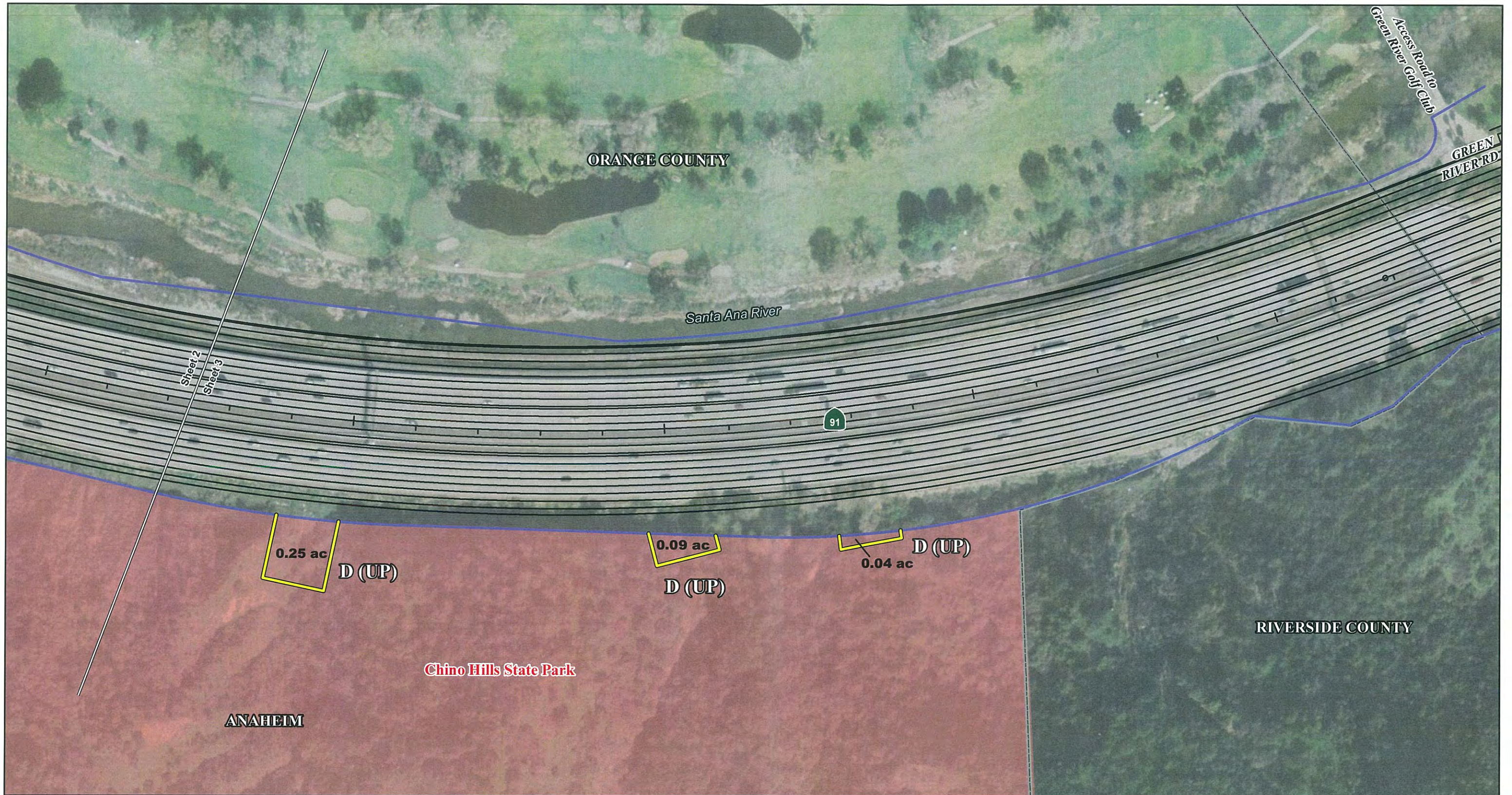
12-Ora-91-R14.43/R18.91
08-Riv-91-R0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540



SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2008).

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LEGEND

- Project Improvements
- Temporary Construction Easement (TCE)*
- Existing State Right-of-Way
- Chino Hills State Park

UP - Occurs in the Ultimate Project
 IP - Occurs in Initial Phase

*No permanent project features would be constructed in the TCEs at this park.

- A - TCE for work on existing culverts/drainages
- D - TCE for the extension of an existing culvert
- E - TCE for work in and around the railroad due to construction of the new Green River Road bridge over the railroad
- G - TCE for relocation of overhead power poles over the new bridge



FIGURE B.5

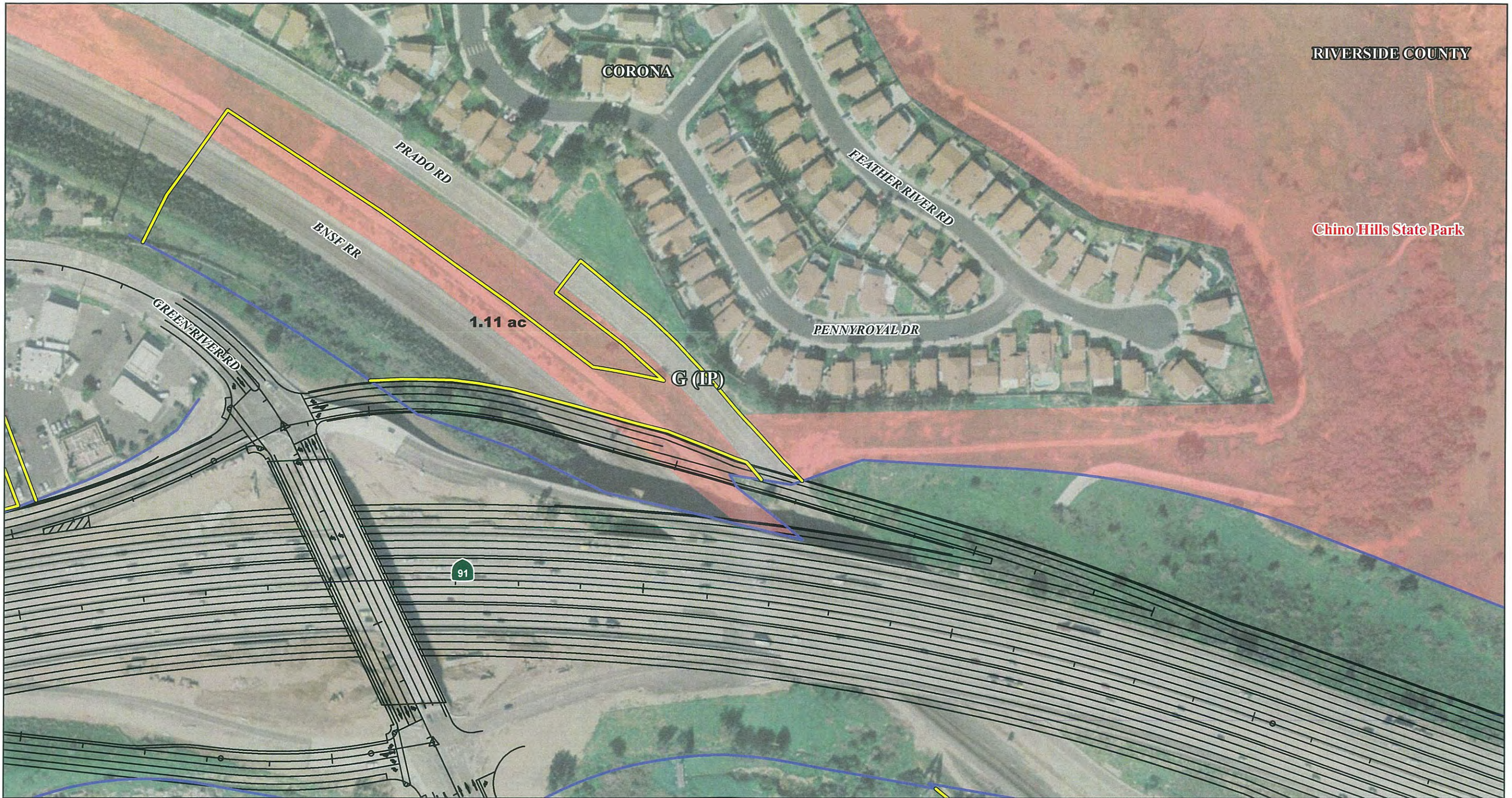
Sheet 3 of 4

SR-91 Corridor Improvement Project
Temporary Construction Easements
at Chino Hills State Park

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2008).

i:\paz0701\gis\4f\ChinoHillsStatePark_TCEs.mxd (7/30/2012)



RIVERSIDE COUNTY

CORONA

PRADO RD

FEATHER RIVER RD

PENNYROYAL DR

1.11 ac

G (IP)

Chino Hills State Park

91

LEGEND

- Project Improvements
- Temporary Construction Easement (TCE)*
- Existing State Right-of-Way
- Chino Hills State Park

UP - Occurs in the Ultimate Project
 IP - Occurs in Initial Phase

*No permanent project features would be constructed in the TCEs at this park.

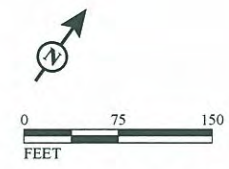
- A - TCE for work on existing culverts/drainages
- D - TCE for the extension of an existing culvert
- E - TCE for work in and around the railroad due to construction of the new Green River Road bridge over the railroad
- G - TCE for relocation of overhead power poles over the new bridge



FIGURE B.5
 Sheet 4 of 4

SR-91 Corridor Improvement Project
 Temporary Construction Easements
 at Chino Hills State Park

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540







SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2008).

I:\PAZ0701\GIS\4f\ChinoHillsStatePark_TCEs.mxd (8/2/2012)



FIGURE B.6

LEGEND

-  Project Improvements
-  Temporary Construction Easement (TCE)*
For work on existing culverts
-  Existing State Right-of-Way
-  Griffin Park

P - Occurs in the Ultimate Project

*No permanent project features would be constructed in the TCEs at this park

No permanent right-of-way acquisition is needed for Alternatives 1 and 2 at this park.

SR-91 Corridor Improvement Project

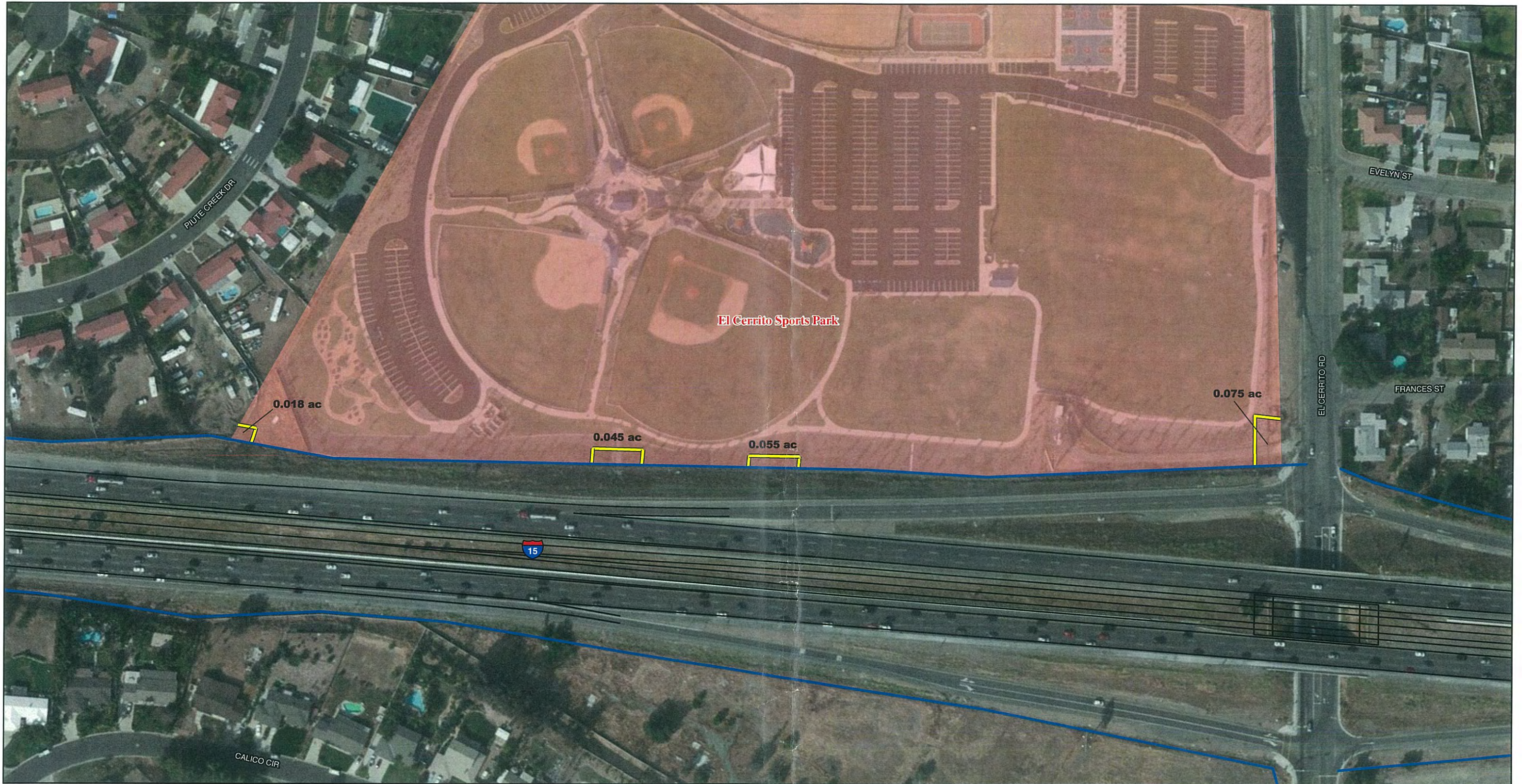
Alternatives 1 and 2
at Griffin Park

12-Ora-91-R14.43/R18.91
08-Riv-91-R0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540



SOURCE: Air Photo USA (2008), PB (2008), Thomas Bros. (2007).

I:\PAZ0701\GIS4f\GriffinPark.mxd (7/2/2012)



LEGEND

-  Project Improvements
-  Temporary Construction Easement (TCE)*
(for work on existing culverts)
-  Existing State Right-of-Way
-  El Cerrito Sports Park

*No permanent project features would be constructed in the TCEs at this park.

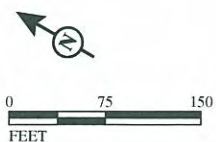


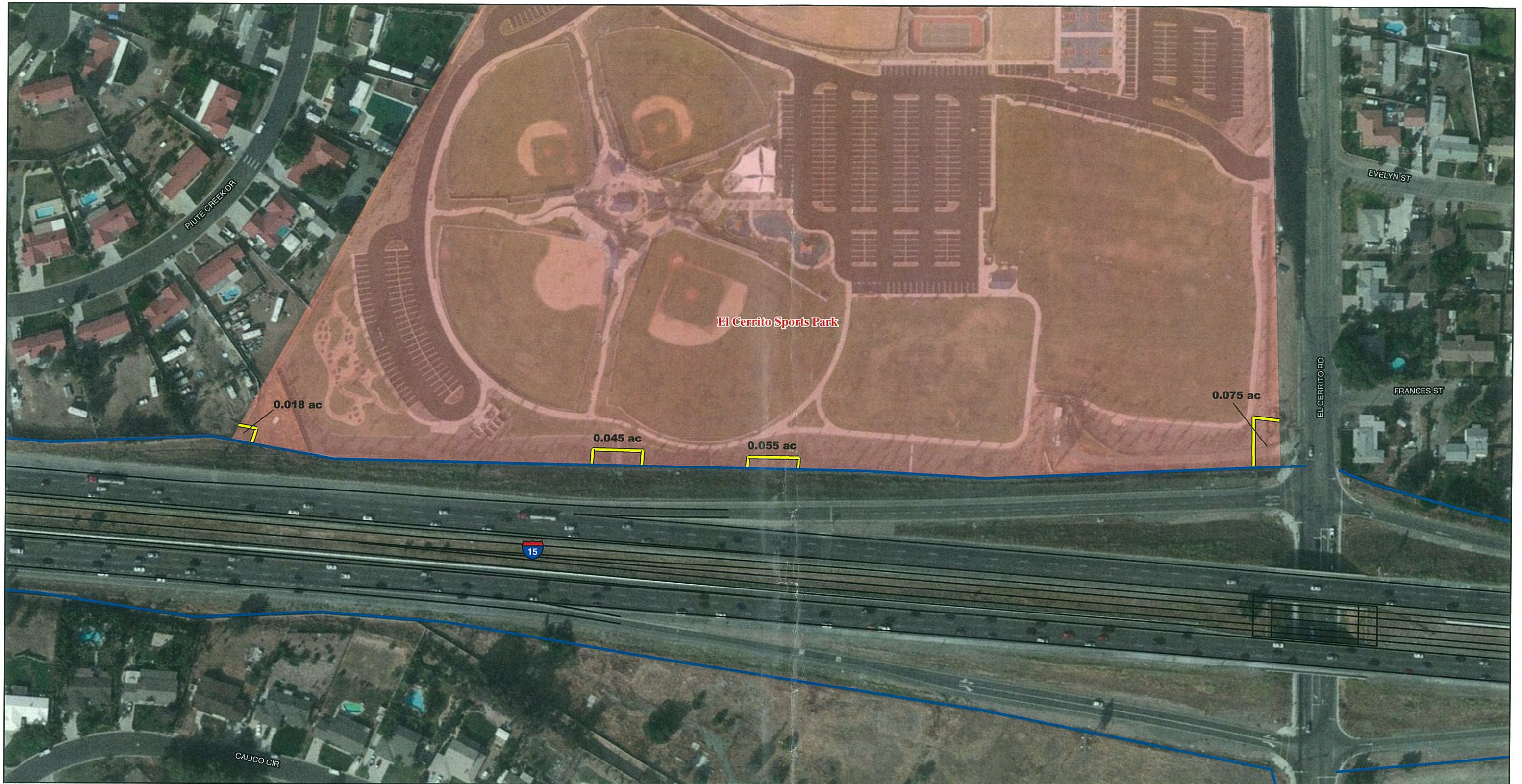
FIGURE B.7

SR-91 Corridor Improvement Project
Alternatives 1 and 2
at El Cerrito Sports Park





12-Ora-91-R14.43/R18.91
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

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LEGEND

-  Project Improvements
-  Temporary Construction Easement (TCE)*
(for work on existing culverts)
-  Existing State Right-of-Way
-  El Cerrito Sports Park

*No permanent project features would be constructed in the TCEs at this park.

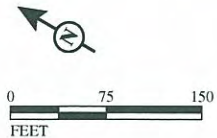


FIGURE B.7

SR-91 Corridor Improvement Project
Alternatives 1 and 2
at El Cerrito Sports Park

12-Ora-91-R14.43/R18.91
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA OF540

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Attachment B: Summary of Consultation with the County of Orange

The Section 4(f) consultation with the County of Orange regarding the potential effects of the SR-91 CIP Build Alternatives on the Santa Ana River Trail/Bike Lane, Featherly Regional Park, and New OC Park (NNL) is summarized below.

Date of Consultation	Activity	Description of Activity
May 27, 2009	Letter	Letter from the Department to Orange County Public Works regarding the "Formal Section 4(f) Consultation for the SR-91 Corridor Improvement Project"
June 9, 2009	Meeting	Consultation meeting with the County of Orange regarding the Santa Ana River Trail/Bike Lane and Featherly Regional Park
August 4, 2009	Meeting	Consultation meeting with Orange County Parks regarding the Santa Ana River Trail/Bike Lane and Featherly Regional Park
October 9, 2009	Letter	Letter from Orange County Parks to LSA Associates, Inc. regarding the "4(f) and 6(f) Evaluation Considerations of Potential Impacts of Caltrans Widening State Route 91 on Featherly Regional Park and the Santa Ana River Trail"
October 28, 2010	Letter	Letter from the Department to Orange County Parks regarding the "Temporary Occupancy at Featherly Regional Park and the Natural National Landmark"
November 24, 2010	Letter	Letter from the Department to Orange County Parks regarding the "Temporary Occupancy at the Santa Ana River Trail/Bike Lane"
March 22, 2012	Email	Email from Orange County Parks to the Department concurring with temporary occupancy determination at Featherly Regional Park
March 27, 2012, and March 29, 2012	Emails	Email (March 27, 2012) from the Department to Orange County Parks requesting concurrence with the Department's temporary occupancy determination for the New OC Park (NNL) and email response (March 29, 2012) from Orange County Parks to the Department concurring with that determination
April 17, 2012	Letter ¹	Letter from the Department to the County of Orange regarding the "Section 4(f): Revised De Minimis Determination at the National Natural Landmark, formerly labeled Anaheim 3 area by the Irvine Company" and the County's concurrence with that determination dated May 2, 2012 (copy attached: 3-page letter and 2 pages of attachments)
June 1, 2012, to July 1, 2012	Public Notice to Adopt a De Minimis Finding	The Department posted a "Public Notice to Adopt a U.S. Department of Transportation Act Section 4(f) De Minimis Finding for Impacts to the Irvine Ranch Open Space" on the New OC Park (NNL) property (copy attached: 1 page). The Department did not receive any comments or questions regarding this Notice.

Source: Riverside County Transportation Commission (2012).

¹ This letter is provided on the following pages.

Department = California Department of Transportation

New OC Park (NNL) = New Orange County Park (National Natural Landmark)

SR-91 = State Route 91

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DEPARTMENT OF TRANSPORTATION

DISTRICT 8
ENVIRONMENTAL STUDIES B (MS 1162)
464 WEST 4TH STREET
SAN BERNARDINO, CA 92401
PHONE (909) 383-7725

**Flex your power!***Be energy efficient!*

April 17, 2012

File: 08-ORA-91-R14.43/R18.91
08- RIV-91-R0.00/R13.04
08-RIV-15-35.64/45.14
State Route 91 Corridor
Improvement Project
EA: 08-0F540
PN: 0800000136

Mr. Richard Adler
Real Estate Manager
Orange County Parks
13042 Old Myford Road
Irvine, CA 92602

Subject: Section 4(f): Revised De Minimis Determination at the Irvine Ranch Open Space, previously referenced as the Natural National Landmark.

Dear Mr. Adler,

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the Secretary of the United States Department of Transportation responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 U.S.C. 327(a)(2)(A). For purposes of carrying out the responsibilities assumed under this code, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities including the requirements of Section 4(f).

This letter provides updated information regarding the State Route 91 Corridor Improvement Project (SR 91 CIP) and the potential Section 4(f) impacts associated with the project on the Irvine Ranch Open Space.. Caltrans and the Riverside County Transportation Commission (RCTC) initiated Section 4(f) consultation with Orange County Parks in July 2009 when it was determined that the project's preliminary design may directly affect the Irvine Ranch Open Space.

SR 91 CIP

The proposed project includes highway widening, bridge widening, modification or construction of new drainage facilities, and retaining walls. Both SR 91 CIP build alternatives have proposed additional lanes which require widening of the existing SR 91 to accommodate these lanes. This widening would also require widening of the east bound SR 91 east of the State Route 241 (SR 241). Both SR 91 CIP build alternatives also require permanent subsurface easements to accommodate subsurface tiebacks for a tieback wall at the Irvine Ranch Open Space, approximately 0.4 acres to 2.20 acres.

APPLICABILITY OF SECTION 4(f)

The Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 6009(a) amended existing Section 4(f) language to allow the U.S. DOT to determine that certain uses of Section 4(f) land are de minimis. When this is the case, and the responsible official with jurisdiction over the resource agrees in writing, compliance with Section 4(f) is greatly simplified. De minimis impacts on publicly owned parks are defined as those project impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

Caltrans initially determined that Section 4(f) did not apply to the permanent subsurface easements to accommodate subsurface tiebacks for a tieback wall at the Irvine Ranch Open Space and that temporary occupancy applies and therefore does not constitute a use of land at the Irvine Ranch Open Space under Section (f) for the proposed retaining wall and associated easements. Caltrans has re-evaluated the prior temporary occupancy determination and now determines that a de minimis impact finding for the permanent subsurface easements required for the tieback wall located south of SR 91 and east of SR 241, approximately 0.4 acres to 2.20 acres and the potential impacts to the Irvine Ranch Open Space on the activities, features, and attributes that make the Irvine Ranch Open Space eligible for Section 4(f) protection is more appropriate finding due to the permanency of the easements required. Therefore, Caltrans now propose a de minimis impact finding for the project effects at the Irvine Ranch Open Space per 23 CFR 774.

DE MINIMIS IMPACT FINDING

Caltrans is now requesting your concurrence with this de minimis impact finding determination, as required under SAFETEA-LU Section 6009(a) under Section 4(f) in 23 CFR 774. A signature block is provided at the bottom of this letter for your convenience. Your concurrence is critically needed to continue to maintain the schedule for this project. Any delay means this critically-needed project would be delayed. If you have any questions, please do not hesitate to call me at (909) 388-7725 or Aaron Burton at (909) 383-2841.

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning

Attachments:

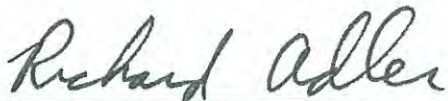
Figure B.5 Alternative 1
Figure B.6 Alternative 2

Orange County Parks appreciates the opportunity to participate in the Section 4(f) concurrence process. Orange County Parks understands that California Department of Transportation (Caltrans) Districts 8 and 12 and the Riverside County Transportation Commission (RCTC) are proposing to improve the existing State Route 91 with the SR-91 Corridor Improvement Project (CIP). The proposed project includes highway widening, bridge widening, modification or construction of new drainage facilities, and retaining walls.

Additionally, SR 91 CIP will require a permanent subsurface easement at the Irvine Ranch Open Space to accommodate subsurface tiebacks for a tieback wall (approximately 2.20 acres total).

As presented to Orange County Parks by Caltrans Staff, the proposed SR-91 CIP falls under the provisions of The Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 6009(a). Under this provision, Caltrans, which has been assigned the environmental review and approval authority of the US DOT under SAFETEA-LU Section 6005, determines whether the transportation use of Section 4(f) property would result in a de minimis impact. Caltrans maintains that the de minimis impact finding is appropriate and would be maintained with regards to the potential impacts to the Irvine Ranch Open Space on the activities, features, and attributes that make the Irvine Ranch Open Space eligible for Section 4(f) protection.

My signature below represents written concurrence on the de minimis finding that the State Route 91 CIP would not adversely affect the activities, features, and attributes that qualify the Irvine Ranch Open Space for protection under Section 4(f). The transportation use of the Section 4(f) resource, together with the 4(f) impact avoidance, minimization, and mitigation or enhancement measures incorporated into the State Route 91 Corridor Improvement Project, does not adversely affect the activities, features and attributes that qualify the Irvine Ranch Open Space for protection under Section 4(f). The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. The signature is conditioned upon the 4(f) impacts and mitigation measures as previously referenced.



Richard Adler
Real Estate Manager
Orange County Parks
13042 Old Myford Road
Irvine, CA 92602-2304

5/2/12
Date

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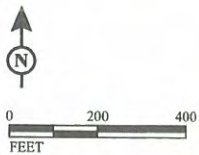


LEGEND

- Alternative 1
- Grading Limits
- Existing State Right-of-Way
- Permanent Subsurface Easement

New Orange County Park (National Natural Landmark)

*No permanent right-of-way acquisition is needed for Alternative 1 at this park.



SOURCE: AirPhoto USA (2008), RBF (2010)
 I:\PAZ0701\GIS4\A11_NNL.mxd (11/2/2011)

FIGURE B.5

SR-91 Corridor Improvement Project
Alternative 1 at the New Orange County Park
(National Natural Landmark)

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 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

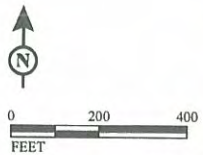


LEGEND

- Alternative 2
- - - Grading Limits
- Existing State Right-of-Way
- Permanent Subsurface Easement

New Orange County Park (National Natural Landmark)

*No permanent right-of-way acquisition is needed for Alternative 2 (LPA) at this park.



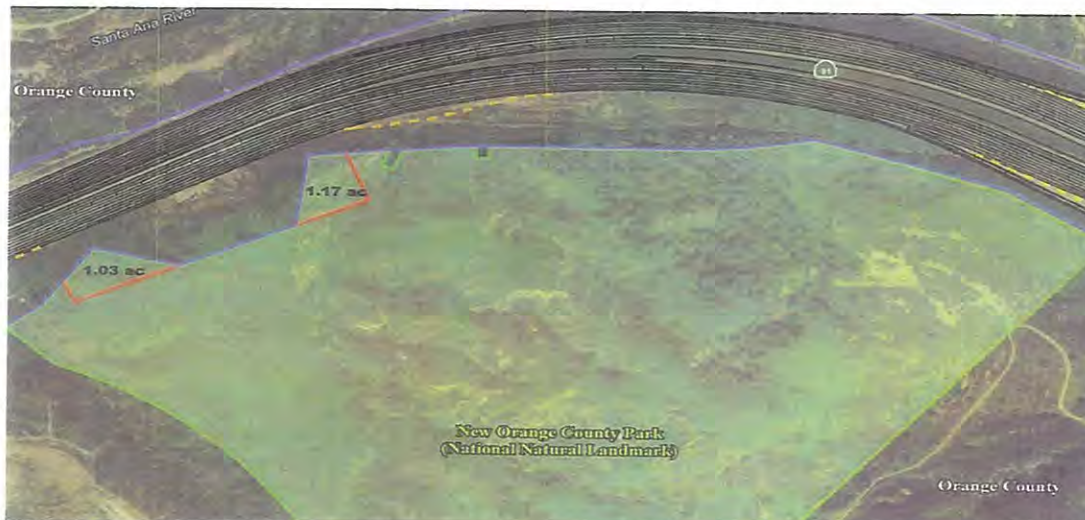
SOURCE: AirPhoto USA (2008), RBF (2010)
 I:\PAZ0701\GIS\4\A112_NNL.mxd (11/2/2011)

FIGURE B.6

SR-91 Corridor Improvement Project
 Alternative 2 at the New Orange County Park
 (National Natural Landmark)

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

NOTICE OF INTENT TO ADOPT A U. S. DEPARTMENT OF TRANSPORTATION ACT SECTION 4(F)
DE MINIMIS FINDING FOR IMPACTS TO THE IRVINE RANCH OPEN SPACE



Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the Secretary of the United States Department of Transportation responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 U.S.C. 327(a)(2)(A). For purposes of carrying out the responsibilities assumed under this code, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities including the requirements of Section 4(f).

This notice provides updated information regarding the State Route 91 Corridor Improvement Project (SR 91 CIP) and the potential Section 4(f) impacts associated with the project on the Irvine Ranch Open Space. Caltrans and the Riverside County Transportation Commission (RCTC) initiated Section 4(f) consultation with Orange County Parks in July 2009 when it was determined that the project's preliminary design may directly affect the Irvine Ranch Open Space.
SR 91 CIP

The proposed project includes highway widening, bridge widening, modification or construction of new drainage facilities, and retaining walls. Both SR 91 CIP build alternatives have proposed additional lanes which require widening of the existing SR 91 to accommodate these lanes. This widening would also require widening of the east bound SR 91 east of the State Route 241 (SR 241). Both SR 91 CIP build alternatives also require permanent subsurface easements to accommodate subsurface tiebacks for a tieback wall at the Irvine Ranch Open Space, approximately 0.4 acres to 2.20 acres. These tiebacks are underground and have no impact on the surface vegetation of the park.

APPLICABILITY OF SECTION 4(f)

The Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 6009(a) amended existing Section 4(f) language to allow the U.S. DOT to determine that certain uses of Section 4(f) land are de minimis. When this is the case, and the responsible official with jurisdiction over the resource agrees in writing, compliance with Section 4(f) is completed. De minimis impacts on publicly owned parks are defined as those project impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

In the Draft Environmental Impact Statement/Report for the project, circulated to the public between May and July 2011, Caltrans initially determined that Section 4(f) did not apply to the permanent subsurface easements that would accommodate subsurface tiebacks for tieback walls at the Irvine Ranch Open Space (referenced as the National Natural Landmark) and that temporary occupancy applies and therefore did not constitute a use of land at the Irvine Ranch Open Space under Section 4(f) for the proposed retaining wall and associated easements. Caltrans re-evaluated the prior temporary occupancy determination and now has determined that a de minimis impact finding is appropriate for the permanent subsurface easements required for the tieback wall located south of SR 91 and east of SR 241, approximately 0.4 acres to 2.20 acres. This is because there are no potential impacts to the Irvine Ranch Open Space on the activities, features, and attributes that make the Irvine Ranch Open Space eligible for Section 4(f) protection, but there is a permanency of the easements required. This underground tieback is the only impact to the park. Therefore, Caltrans now propose a de minimis impact finding for the project effects at the Irvine Ranch Open Space per 23 CFR 774.

If you have any questions or comments regarding this, please call Caltrans Aaron Burton at (909) 383-2841, or write to Caltrans, attn: Aaron Burton, 464 West Fourth Street, 6th floor, San Bernardino, CA 92404

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Attachment C: Summary of Consultation with State Parks

The Section 4(f) consultation with State Parks regarding the potential effects of the SR-91 CIP Build Alternatives on CHSP is summarized below.

Date of Consultation	Activity	Description of Activity
April 8, 2008	Meeting	Coordination meeting with State Parks to discuss the project technical studies, the need for Right-of-Entry Permits for field research, and identification of Section 6(f) resources at CHSP
August 12, 2008	Meeting	Resources Agency Scoping Meeting to coordinate with and obtain feedback from the resource agencies (including State Parks) as part of the scoping process for the project
September 25, 2008	Meeting	Natural Resources Coordination meeting to coordinate with and obtain feedback from the natural resources agencies (including State Parks)
May 27, 2009	Letters	Formal Section 4(f) consultation letters from the Department to State Parks regarding CHSP: <ul style="list-style-type: none"> • Ron Krueper • Jon Rowe • Enrique Arroyo
May 27, 2009	Letters	Formal Section 4(f) consultation letters from the Department to the NPS regarding CHSP: <ul style="list-style-type: none"> • Naomi Torres • Jim Donovan
October 23, 2009	Letter	State Parks letter to the RCTC Toll Project Manager regarding the "Section 4(f) Consultation regarding the State Route 91 Riverside to Orange County Corridor Improvement Project"
October 28, 2010	Letter	Letter from the Department to State Parks regarding the "Temporary Occupancy at Chino Hills State Park"
November 18, 2010	Letter	Letter from the Department to State Parks regarding the "Chino Hills State Park Section 6(f) Consultation for the State Route 91 Corridor Improvement Project"
November 24, 2010	Letter	Letter from the Department to State Parks regarding the "Revised Preliminary De Minimis Determination at Chino Hills State Park"
May 4, 2011	Letter	Letter from the Department to State Parks regarding the "Preliminary 4(f) De Minimis Determination at Chino Hills State Park"
May 4, 2011	Letter	Letter from the Department to State Parks regarding the "6(f) Consultation - Chino Hills State Park"
July 11, 2011	Letter	State Parks letter to the Department commenting on the "Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) for the State Route 91 Corridor Improvement Project SCH# 200807 1075"
August 11, 2011	Meeting	Meeting between the Department and State Parks to discuss the proposed small Section 6(f) conversion at CHSP, compensation for that conversion, the Section 4(f) and 6(f) processes, and consultation on Sections 4(f) and 6(f)
October 20, 2011	Telephone conference	Telephone conference between the Department and CHSP to discuss State Parks' comments on the draft L&WCF Act form for the conversion of Section 6(f) parkland and to discuss follow-up actions with the NPS

Appendix B Resources Evaluated Relative to the Requirements of Sections 4(f)

Date of Consultation	Activity	Description of Activity
November 3, 2011	Telephone conference	Telephone conference between the Department and State Parks to discuss State Park's comments on the CHSP 6(f) conversion (see October 20, 2011 teleconference above)
November 17, 2011	Letter	State Parks letter to the Department regarding the "State Route 91 Corridor Improvement Project, Draft Response to Comments" NOTE: One attachment to this letter, the Conservation Assessment of Orange County, is approximately 55 pages long and is available for review at the RCTC office.
January 11, 2012	Letter ¹	Letter from the Department to State Parks regarding the "Section 4(f): Revised Temporary Occupancy and De Minimis Determination at Chino Hills State Park"
February 2, 2012	Letter	Letter from State Parks to the Department regarding the "Section 4(f) De Minimis Determination at Chino Hills State Park for the SR-91 Corridor Improvement Project" (2-page letter)
March 12, 2012	Meeting	Minutes and sign-in sheet from meeting in response to State Park's concern about fires propagating over parkland from SR-91 with representatives from the Department, State Parks, the City of Corona Fire Department, City of Corona Department of Public Works, Orange County Fire Authority, and California Department of Forestry and Fire Protection.
March 26, 2012	Letter	Letter from State Parks to the Department concurring with the "Section 4(f) De Minimis Determination at Chino Hills State Park for the SR-91 Corridor Improvement Project"
April 5, 2012	Letter ¹	Letter from State Parks to the Department concurring with the "Section 4(f) De Minimis Determination at Chino Hills State Park for the SR-91 Corridor Improvement Project" (2-page letter)
June 1, 2012, to July 2, 2012	Public Notice to Adopt a De Minimis Finding	The Department posted a "Public Notice to Adopt a U.S. Department of Transportation Act Section 4(f) De Minimis Finding for Impacts to Chino Hills State Park" at CHSP (copy attached: 1 page). The Department did not receive any comments or questions regarding this Notice.

Source: Riverside County Transportation Commission (2012).

Note: This summary includes consultation focused on Section 4(f). Other meetings and coordination with State Parks regarding possible biological resources mitigation sites in CHSP or other non-Section 4(f) issues are not included.

¹ These letters are provided on the following pages.

CHSP = Chino Hills State Park

L&WCF = Land and Water Conservation Fund

NPS = National Park Service

RCTC = Riverside County Transportation Commission

State Parks = California Department of Parks and Recreation

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

ENVIRONMENTAL STUDIES B (MS 1162)

464 WEST 4TH STREET
SAN BERNARDINO, CA 92401
PHONE (909) 383-7725

Flex your power!

Be energy efficient!

January 11, 2012

File:08-ORA-91-R14.43/R18.91
08-RIV-91-R0.00/R13.04
08-RIV-15-35.64/45.14
State Route 91 Corridor
Improvement Project
EA: 08-0F540
PN: 08000000136Mr. Ron Krueper
District Superintendent
California State Parks
Inland Empire District
17801 Lake Perris Drive
Perris, CA 92571

Subject: Section 4(f): Revised Temporary Occupancy and De Minimis Determination at Chino Hills State Park

Dear Mr. Krueper,

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the Secretary of the United States Department of Transportation responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 USC 327(a)(2)(A). For purposes of carrying out the responsibilities assumed under this code, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities including the requirements of Section 4(f).

This letter provides updated information regarding the State Route 91 Corridor Improvement Project (SR 91 CIP) and the potential Section 4(f) impacts associated with the project on Chino Hills State Park (CHSP). Caltrans and the Riverside County Transportation Commission (RCTC) initiated Section 4(f) and 6(f) consultation with State Parks in March 2008 when it was determined that the project's preliminary right-of-way needs may directly affect CHSP. Since that time, Caltrans/RCTC and State Parks have been working proactively to address and minimize those potential impacts. Through our ongoing coordination/consultation with your agency, National Park Service (NPS), and public review of the SR-91 CIP Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in May 2011, Caltrans has further avoided and/or lessened the impacts of the SR-91 CIP on CHSP.

Mr. Krueper
January 11, 2012
Page 2 of 5

SR 91 CIP

Both SR 91 CIP build alternatives have proposed additional lanes which require widening of the existing SR 91 to accommodate these lanes. This widening would also require that the existing Green River Road westbound off-ramp be relocated to the north. Initially, the proposed design of this off-ramp required that it be high enough to cross the Burlington Northern Santa Fe (BNSF) railroad tracks and Prado Road, resulting in either an elevated structure or bridge over a small section of CHSP. The relocated off-ramp originally required three columns within the boundary of CHSP to support that elevated off-ramp structure/bridge. The columns would have been placed on CHSP property to avoid the BNSF tracks, the unpaved CHSP maintenance road/trail, and Prado Road. The land needed for the three columns and the aerial easements over CHSP land totaled approximately 0.73 acre of CHSP property.

Both SR 91 CIP build alternatives also require permanent subsurface easements to accommodate subsurface tiebacks for a tieback wall, approximately 1.88 acres and seven Temporary Construction Easements (TCEs), approximately 2.1 acres within CHSP.

Through our ongoing coordination/consultation between our agencies and addressing public/agency comments on the SR-91 CIP Draft EIR/EIS, Caltrans has redesigned the Green River Road westbound off-ramp with additional avoidance, minimization, and mitigation measures to lessen the project impacts to CHSP.

The redesigned Green River Road westbound off-ramp greatly reduces the previously identified project impacts on CHSP. It now requires only two columns to be placed on the strip of CHSP property located between the BNSF railroad tracks and Prado Road, further away from trail users within CHSP. These two columns will support the elevated structure or bridge and will be placed to avoid and be high enough to cross the BNSF railroad tracks and Prado Road. The actual area within the part of CHSP between the tracks and Prado Road needed for the two columns is 0.04 acre. The actual use of parkland combined with the aerial easements for that elevated structure now total approximately 0.48 acre of CHSP property.

APPLICABILITY OF SECTION 4(f)

The Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 6009(a) amended existing Section 4(f) language to allow the U.S. DOT to determine that certain uses of Section 4(f) land are de minimis. When this is the case, and the responsible official with jurisdiction over the resource agrees in writing, compliance with Section 4(f) is greatly simplified. De minimis impacts on publicly owned parks are defined as those project impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

Caltrans maintains that the de minimis impact finding is appropriate and would be maintained with regards to the potential project impacts to CHSP on the activities, features, and attributes that make CHSP eligible for Section 4(f) protection.

DE MINIMIS IMPACT FINDING

Caltrans has re-evaluated and maintains a de minimis impact finding for the permanent subsurface easements required for the tieback wall located south of SR 91 (approximately 1.88 acres of CHSP) and for the placement of the westbound Green River Road off-ramp columns and the associated aerial easement (approximately 0.48 acre of CHSP). The changes to CHSP with these easements will be minimal and there are no anticipated permanent adverse physical impacts or any interference with the activities or purposes of the resource, on either a temporary or permanent basis. The SR-91 CIP build alternatives will maintain existing and future public access to hikers and vehicles, and any land being used for temporary purposes will be fully restored and returned to a condition which is at least as good as that which existed prior to the project. The isolated strip of CHSP where the aerial easement and the placement of the two columns are now proposed is undeveloped, has no visual attributes, offers no recreational activity, is non-contiguous with the rest of the park, contains no sensitive plant species (it contains only ruderal and ornamental vegetation), and is unlikely to be developed or used for park activities or recreation because this land is located between the Burlington Northern Santa Fe railroad tracks and Prado Road.

The de minimis determination is based on the degree or level of impact including the avoidance, minimization, and mitigation or enhancement measures that have been included in the project to address the impacts to the Section 4(f) property. These measures include all the visual mitigation measures previously discussed with State Parks and which will be committed to in the Final Environmental Document. RCTC's contribution for the planning and implementation of improvements to the existing trailhead at Prado Road, and continuing per the approved Biological Opinion to investigate adding features along SR 91 in the vicinity of CHSP to minimize light intrusion, noise, and the potential threat of increased fires from the operation of SR 91 are additional committed measures to address the project effects on CHSP.

Given this information and the reduced impacts to the park via further engineering work to avoid parkland, Caltrans maintains that the de minimis impact finding is appropriate for compliance with the law, because the project would not adversely affect any of the activities, features, or attributes of the Park that qualify CHSP for protection under Section 4(f). Therefore, Caltrans is continuing to propose a de minimis impact finding for the project effects on CHSP per 23 CFR 774. The appropriateness of the de minimis impact finding is also supported by the U.S. Department of Interior letter received during public/agency review of the SR-91 CIP Draft EIR/EIS (Attachment B).

TEMPORARY OCCUPANCY

Caltrans has determined that the TCEs required for both SR 91 CIP Build Alternatives are a Temporary Occupancy and do not constitute a use of the Section 4(f) resource and satisfy the following five conditions set forth in 23 CFR 771.13(d). The TCEs are located just north and south of the SR 91 and are needed for work on existing culverts, the subsurface tiebacks/tieback walls, and for work in and around the BNSF railroad tracks. The duration of the occupancy at each TCE is temporary (less than 6 months) and will be less than the time needed for construction of the build alternatives and there would be no change in ownership of land. The scope of work is minor and changes to CHSP will be minimal. There are no permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis. The land being used will be fully restored and will be returned to a condition which is at least as good as that which existed prior to the project. We anticipate documented agreement with the official having jurisdiction over the CHSP regarding the above conditions.

SECTION 6(F): A SEPARATE PROCESS

During our consultation meetings with you and other State Parks' representatives, we understand and appreciate your agency's need to make sure that the SR 91 CIP also fully complies with Section 6(f) relative to effects on parkland acquired with funds from the federal Land & Water Conservation Fund (LWCF) Act program. Caltrans is committed to working with State Parks and the National Park Service to ensure that all applicable requirements of Section 6(f) are met prior to the project proceeding to construction, and we believe our agencies are making mutual progress towards that goal. Through our ongoing coordination/consultation between our agencies and addressing public/agency comments on the SR 91 CIP Draft EIR/EIS, Caltrans has redesigned the Green River Road westbound off-ramp to avoid any direct impact to the parcel of land north of Prado Road that was acquired by State Parks with LWCF funds. Also, in your written comments of October 14, 2011 on our Draft LWCF Project Description and Environmental Screening Form (submitted to you on September 8, 2011), you agreed that the subsurface easement (not located at Green River) would not be considered a Section 6(f) conversion as proposed and also agreed the same for any of the proposed Temporary Construction Easements as long they do not exceed 6 months. In summary, we are in full agreement with you that the Section 6(f) process must be done properly - Caltrans would not convert 6(f) parkland to non-parkland uses without complying with this process, and without full agreement from your agency.

Because Section 4(f) is a separate process with its own requirements that is completely separate from the Section 6(f) process, Caltrans is now requesting your concurrence with this temporary occupancy determination and the de minimis impact finding determination, as required under SAFETEA-LU Section 6009(a) under Section 4(f) in 23 CFR 774. A signature block is provided at the bottom of this letter for your convenience. Your concurrence is critically needed to continue to maintain the schedule for this project. Any delay means this critically-needed project would be delayed. If you have any questions, please do not hesitate to call me at (909) 388-7725 or Aaron Burton at (909) 383-2841.

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning

Attachments:

Figure 1: Project Location on SR-91 and I-15
Figure 4: Project Effects at Chino Hills State Park
Table 1: Summary of Temporary Occupancies, Easements, and Permanent Uses by Alternative
U.S. Department of Interior Section 4(f) comments July 2011.

cc: Jay Chamberlain, Chief, Natural Resource Division, California State Parks

The signature below represents written concurrence on the **de minimis finding** that the State Route 91 Corridor Improvement Project would not adversely affect the activities, features, and attributes that qualify Chino Hills State Park for protection under Section 4(f). The transportation use of the Section 4(f) resource, together with the impact avoidance, minimization, and mitigation or enhancement measures incorporated into the State Route 91 Corridor Improvement Project, does not adversely affect the activities, features, and attributes that qualify Chino Hills State Park for protection under Section 4(f). The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. The signature is conditioned upon the impacts and mitigation measures as spelled out above.

In addition to the above, **temporary occupancy** applies and therefore does not constitute a use of land in CHSP under Section 4(f) for the proposed TCEs. Because the following five conditions set forth in 23 CFR 774.13(d) are satisfied, Section 4(f) will not apply:

1. Duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and
5. There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

The California Department of Parks and Recreation will continue to work with Caltrans and the Riverside County Transportation Commission to ensure that the State Route 91 Corridor Improvement Project also complies with the provisions of Section 6(f) of the Land & Water Conservation Fund Act.

Ron Krueper
 District Superintendent
 California Department of Parks and Recreation
 Inland Empire District

Table 1 Summary of Permanent Uses, Permanent Easements, and Temporary Occupancies at Chino Hills State Park by Alternative

(revised 2-6-12)

Alternative 1 Project			Alternative 2 Project		
Permanent Use	Permanent Easement	TCEs and Other Temporary Occupancies ¹	Permanent Use	Permanent Easement	TCEs and Other Temporary Occupancies ¹
Initial Phase					
IP: Permanent use of a total of 0.04 ac of land for the footings for two columns under the aerial easement for the elevated Green River Road off-ramp and the area south of that easement	IP: Permanent 0.48 ac aerial easement at the Green River Road off-ramp (the 0.04 ac for the column footings is below the off-ramp structure and is within the 0.48-ac area for the aerial easement)	IP: 2.14 ac for a total of 7 TCEs	IP: Permanent use of a total of 0.04 ac of land for the footings for two columns under the aerial easement for the elevated Green River Road off-ramp and the area south of that easement	IP: Permanent 0.48 ac aerial easement at the Green River Road off-ramp (the 0.04 ac for the column footings is below the off-ramp structure and is within the 0.48-ac area for the aerial easement)	IP: 2.14 ac for a total of 7 TCE
Ultimate Project					
P: None beyond the 0.04 ac in the Initial Phase	P: 1.65 ac permanent subsurface easement	P: None beyond the 2.14 ac for the 7 TCEs in the Initial Phase	P: None beyond the 0.04 ac in the Initial Phase	P: 1.88 ac permanent subsurface easement	P: None beyond the 2.14 ac for the 7 TCEs in the Initial Phase

ac = acre/acres
 IP = Initial Phase of Alternative 1 or 2

P = Project
 TCEs = temporary construction easements

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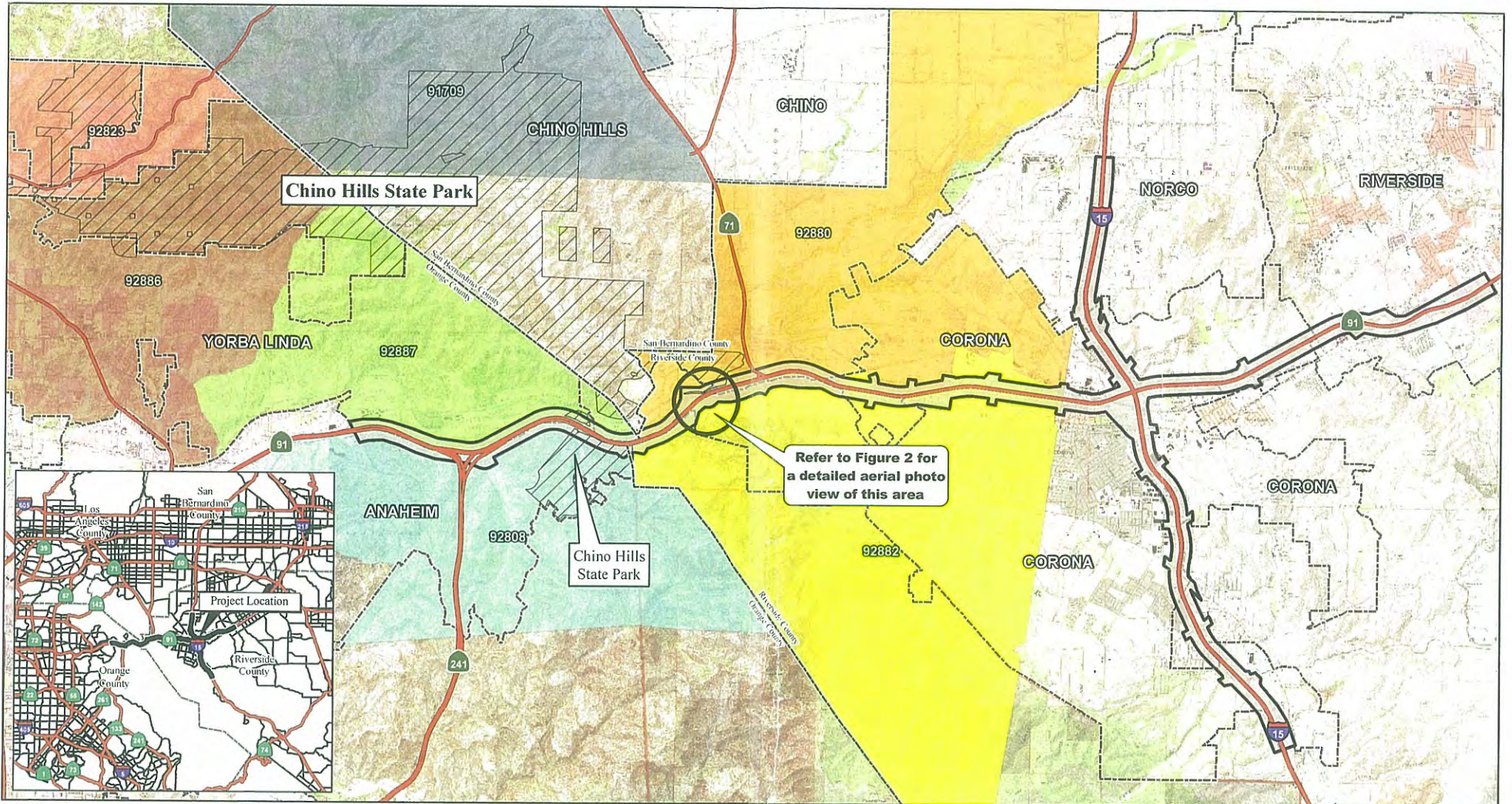
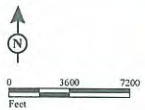


FIGURE 1

LEGEND

- | | | | |
|--|------------------------|--|-------|
| | Project Location | | 92823 |
| | Chino Hills State Park | | 92880 |
| | Zip Codes | | 92882 |
| | 91709 | | 92886 |
| | 92808 | | 92887 |



SOURCE: USGS 7.5' Quad - Black Star Canyon (1988), Corona North (1981), Corona South (1988), Prado Dam (1981), Riverside West (1981), CA. Zip Code Data - Thomas Bros (2010)
I:\PAZ0701\GIS\414f_Location_Fig1.mxd (1/5/2012)

SR-91 Corridor Improvement Project

Project Location

Ora-91-R14.43/R18.91

Riv-91-R0.00/R13.04

Riv-15-35.64/45.14

EA 0F540



LEGEND

- Proposed Alignment
- Permanent Aerial Easement
- Permanent Subsurface Easement
- Proposed Retaining Wall/Concrete Barrier
- Bridge Column/Footings

- Temporary Construction Easement (TCE)
- Existing State Right-of-Way
- Chino Hills State Park
- Sensitive Plants
- Southern California black walnut

- Vegetation Communities**
- Chaparral
 - Coastal Sage Scrub
 - Developed
 - Non-native Grassland
 - Riparian Forest
 - Ruderal and Ornamental

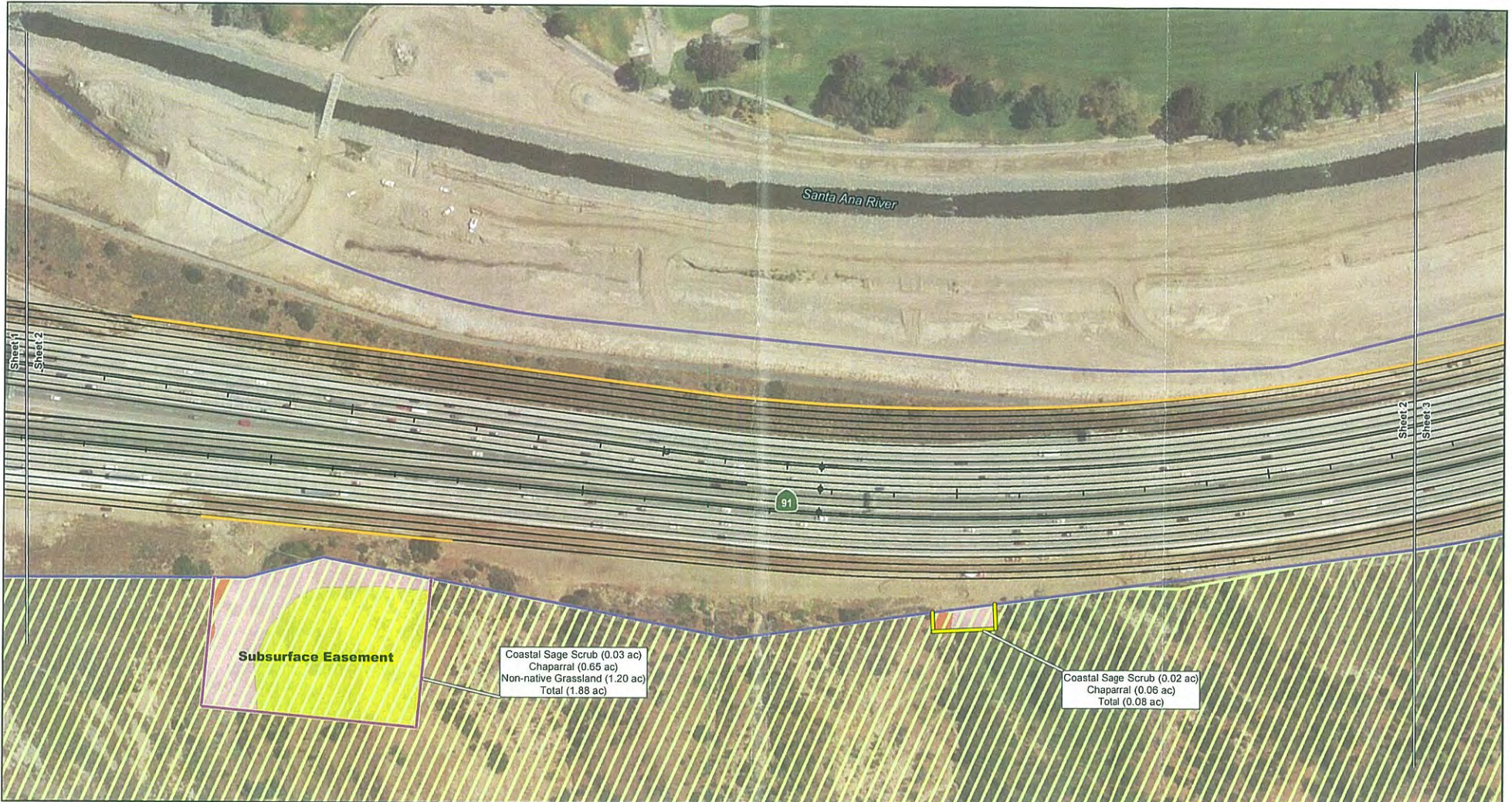
* Impacted areas on Sheets 1-3 are entirely within Coastal California Gnatcatcher Designated Critical Habitat.



FIGURE 4
Sheet 1 of 4

SR-91 Corridor Improvement Project
Project Effects at Chino Hills State Park

12-Ora-91-R14.43/R18.91
08-Riv-91-R0.00/R13.04
08-Riv-15-35.64/45.14
EA OF 540



LEGEND

- | | | | |
|--|---|------------------------|--------------------------|
| — Proposed Alignment | — Temporary Construction Easement (TCE) | Vegetation Communities | ■ Non-native Grassland |
| — Permanent Aerial Easement | — Existing State Right-of-Way | ■ Chaparral | ■ Riparian Forest |
| — Permanent Subsurface Easement | ■ Chino Hills State Park | ■ Coastal Sage Scrub | ■ Ruderal and Ornamental |
| — Proposed Retaining Wall/Concrete Barrier | ■ Sensitive Plants | ■ Developed | |
| ■ Bridge Column/Footings | ■ Southern California black walnut | | |

* Impacted areas on Sheets 1-3 are entirely within Coastal California Gnatcatcher Designated Critical Habitat.

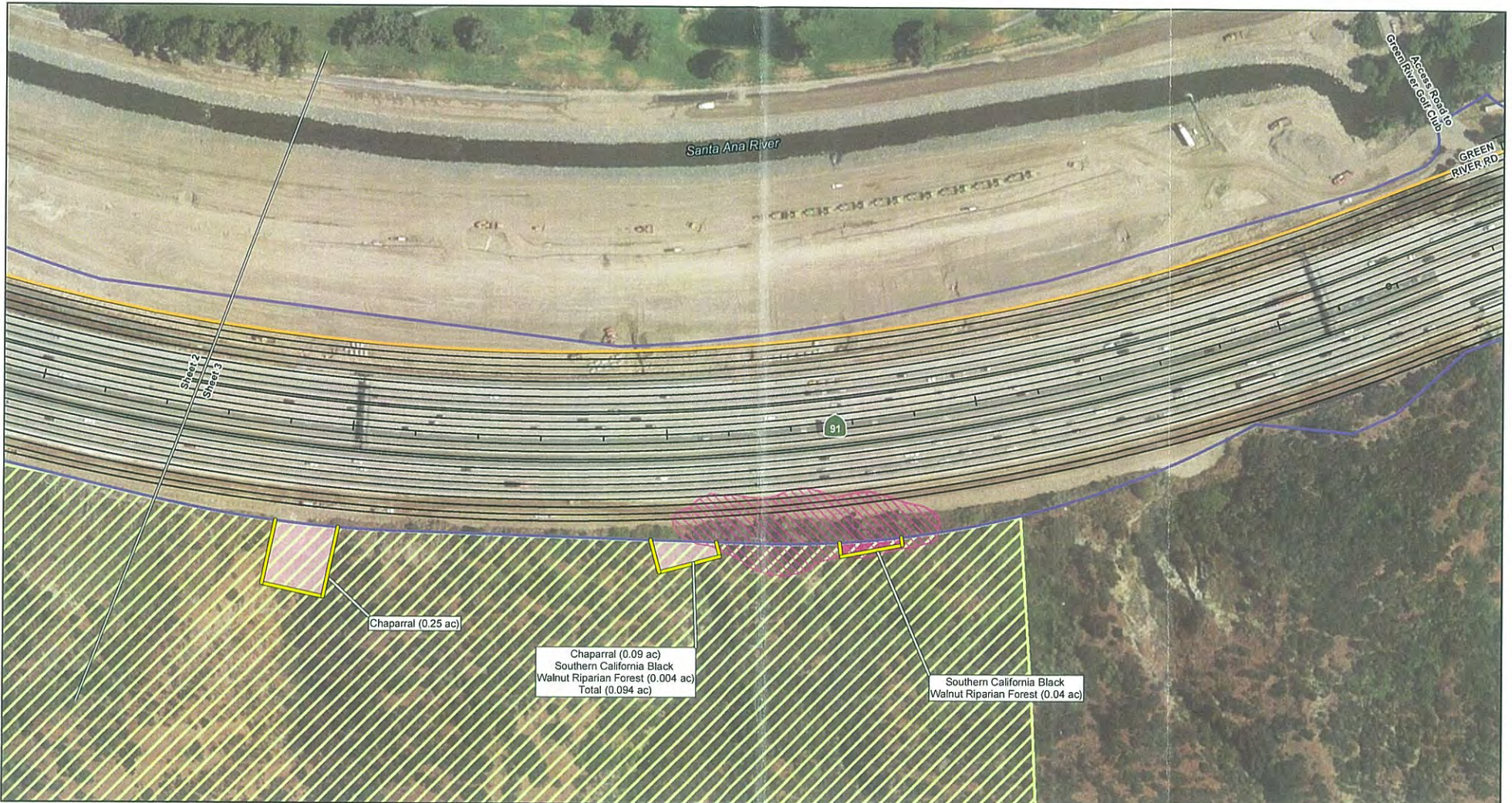


FIGURE 4
Sheet 2 of 4

SR-91 Corridor Improvement Project
Project Effects at Chino Hills State Park

12-Ora-91-R14.43/R18.91
08-Riv-91-R0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F340

SOURCE: Air Photo USA (c 2010), County of Orange (2008), PB (2010).
I:\PAZ0701\GIS\4\ChinoHillsSP_Alt2_BioResources.mxd (12/16/2011)



LEGEND

- Proposed Alignment
- Permanent Aerial Easement
- Permanent Subsurface Easement
- Proposed Retaining Wall/Concrete Barrier
- Bridge Column/Footings

- Temporary Construction Easement (TCE)
- Existing State Right-of-Way
- Chino Hills State Park
- Sensitive Plants
- Southern California black walnut

- Vegetation Communities**
- Chaparral
 - Coastal Sage Scrub
 - Developed
 - Non-native Grassland
 - Riparian Forest
 - Ruderal and Ornamental

* Impacted areas on Sheets 1-3 are entirely within Coastal California Gnatcatcher Designated Critical Habitat.

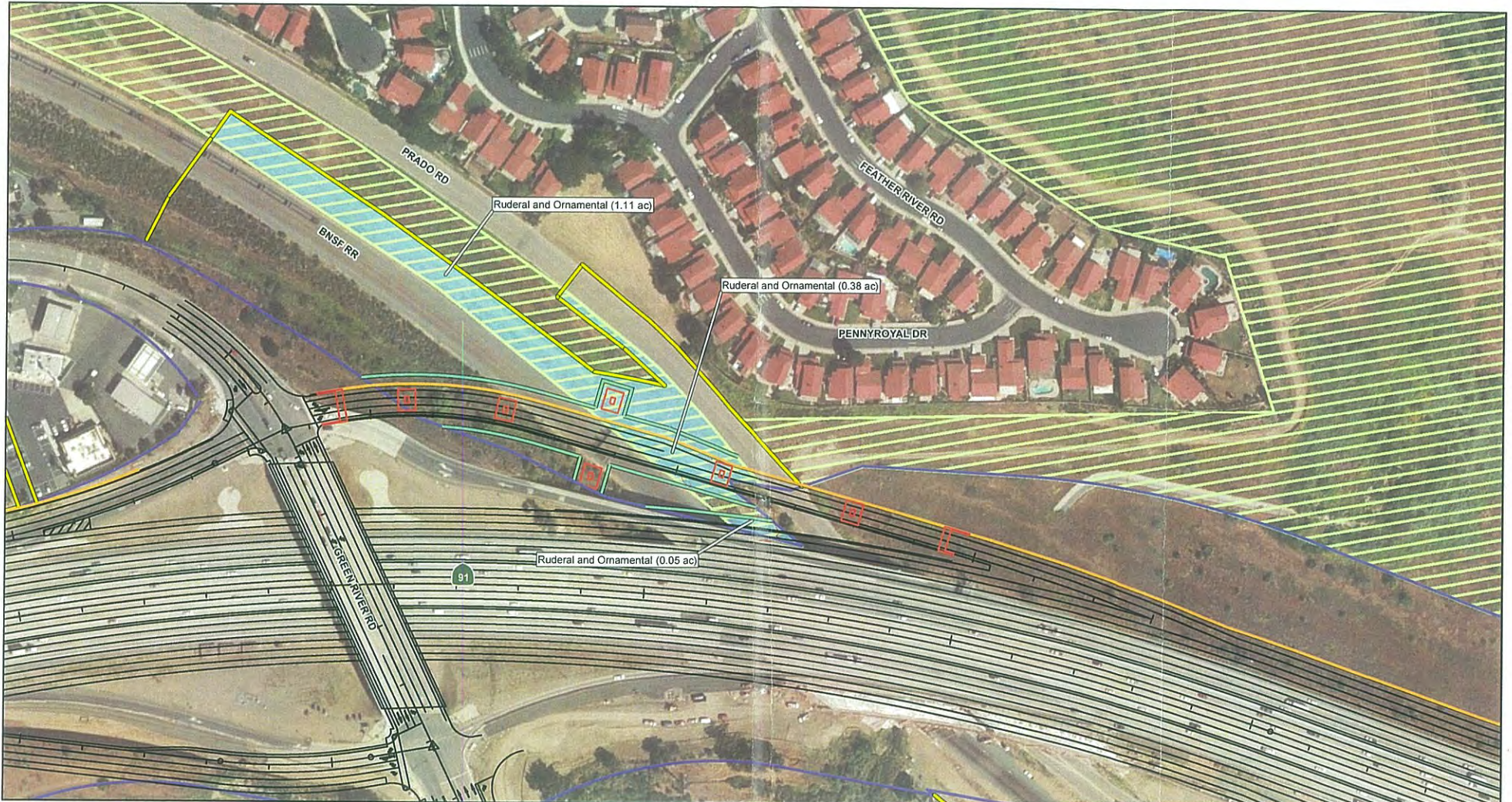


SOURCE: Air Photo USA (c 2010), County of Orange (2008), PB (2010).
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FIGURE 4
 Sheet 3 of 4

SR-91 Corridor Improvement Project
 Project Effects at Chino Hills State Park

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA OF 540



LEGEND

- | | | | |
|--|---|------------------------|--------------------------|
| — Proposed Alignment | — Temporary Construction Easement (TCE) | Vegetation Communities | ■ Non-native Grassland |
| — Permanent Aerial Easement | — Existing State Right-of-Way | ■ Chaparral | ■ Riparian Forest |
| — Permanent Subsurface Easement | ■ Chino Hills State Park | ■ Coastal Sage Scrub | ■ Ruderal and Ornamental |
| — Proposed Retaining Wall/Concrete Barrier | ■ Sensitive Plants | ■ Developed | |
| ■ Bridge Column/Footings | ■ Southern California black walnut | | |

* Impacted areas on Sheets 1-3 are entirely within Coastal California Gnatcatcher Designated Critical Habitat.



FIGURE 4
Sheet 4 of 4

SR-91 Corridor Improvement Project
Project Effects at Chino Hills State Park

12-Ora-91-R14.43/R18.91
08-Riv-91-R0.00/R13.04
08-Riv-15-35.64/45.14
EA OF 340

SOURCE: Air Photo USA (c 2010), County of Orange (2008), PB (2010).
I:\PAZ0701\GIS\4\FChinoHillsSP_Alt2_BioResources.mxd (12/16/2011)

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
1111 Jackson Street, Suite 520
Oakland, California 94607

IN REPLY REFER TO:
ER# 11/0476

Electronically Filed

11 July 2011

Mr. Aaron Burton
California Department of Transportation, District 8
464 West 4th Street, 6th Floor
San Bernardino, CA 92401
Email: aaron_burton@dot.ca.gov

Subject: Review of Draft Environmental Impact Statement and Section 4(f) Evaluation for
State Route 91 Corridor Improvement Project, Riverside and Orange Counties, CA

Dear Mr. Burton,

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement and Section 4(f) Evaluation for the State Route 91 Corridor Improvement Project, Riverside and Orange Counties, California, and offers the following comments.

SECTION 4(f) EVALUATION COMMENTS

The Department concurs that there is no feasible or prudent alternative to the preferred alternative identified in the document, and that all reasonable measures to minimize harm to Section 4(f) property have been identified.

Thank you for the opportunity to review this document. Should you have any questions about the Section 4(f) comments, please contact Alan Schmierer, National Park Service, Pacific West Regional Office, at 510-817-1441.

Thank you for the opportunity to review this project.

Sincerely,

Patricia Sanderson Port
Regional Environmental Officer

cc:
Director, OEPC
SHPO CA (mwdonaldson@parks.ca.gov)

bcc:
• OEPC (Loretta_Sutton@ios.doi.gov)
• NPS-WASO-EQD (waso_eqd_extrev@nps.gov)
• NPS-PWR-O (alan_schmierer@nps.gov)



DEPARTMENT OF PARKS AND RECREATION
Inland Empire District • 17801 Lake Perris Drive • Perris, CA 92571
(951) 443-2423 • FAX (951) 657-2736

Ruth Coleman, Director

April 5, 2012

David Bricker
Caltrans, District 8
464 West 4th Street
San Bernardino, CA 92401

Re: **Section 4(f) De Minimis Determination at Chino Hills State Park for SR-91 Corridor Improvement Project**

Dear Mr. Bricker:

The Inland Empire District of the California Department of Parks and Recreation (State Parks) with ownership and stewardship authority for Chino Hills State Park (CHSP) appreciates the opportunity to participate in the Section 4(f) concurrence process. State Parks understands that California Department of Transportation (Caltrans) Districts 8 and 12 and the Riverside County Transportation Commission (RCTC) are proposing to improve the existing State Route 91 with the SR-91 Corridor Improvement Project (CIP). The proposed project includes highway widening, bridge widening, modification or construction of new drainage facilities, and retaining walls.

Accommodating the proposed SR 91 CIP with additional lanes will require the Green River Road westbound off-ramp to be relocated north into CHSP. Two columns will support the elevated off-ramp structure or bridge within CHSP between the BNSF railroad tracks and Prado Road. The actual area within CHSP for the two columns (0.04 acre permanent easement) and the "aerial easement" (approximately 0.44 acre) for the bridge structure will total approximately 0.48 acre permanent use of CHSP property. In addition, a permanent subsurface easement/tieback (approximately 1.88 acres) will be required on the southside of SR 91 between Green River Road and Coal Canyon.

Also, seven Temporary Construction Easements (TCE's), approximately 2.1 acres within CHSP at various locations on the north and south side of SR-91 for work on existing culverts and work in and around the BNSF railroad tracks. The duration of the occupancy for each TCE is temporary (less than 6 months) and will be less than the time needed for actual construction with no change in CHSP ownership. The scope of work will be minor and all lands being used will be fully restored with no permanent interference to CHSP resources and uses. My signature below represents written concurrence that the TCE's constitute temporary occupancies and therefore are not uses of parkland under 4(f).

As presented to State Parks by Caltrans Staff, the proposed SR-91 CIP falls under the provisions of The Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 6009(a). Under this provision, Caltrans, which has been assigned the environmental review and approval authority of the US DOT under SAFETEA-LU Section 6005, determines whether the transportation use of Section 4(f) property would result in a de minimis impact. Caltrans maintains that the de minimis impact finding is appropriate and would be maintained with regards to the potential impacts to CHSP on the activities, features, and attributes that make CHSP eligible for Section 4(f) protection.

Mr. David Bricker
SR91 CIP De Minimis
April 5, 2012
Page 2 of 2

My signature below represents written concurrence on the de minimis finding that the State Route 91 CIP would not adversely affect the activities, features, and attributes that qualify CHSP for protection under Section 4(f). The transportation use of the Section 4(f) resource, together with the 4(f) impact avoidance, minimization, and mitigation or enhancement measures incorporated into the State Route 91 Corridor Improvement Project, does not adversely affect the activities, features and attributes that qualify CHSP for protection under Section 4(f). The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. The signature is conditioned upon the 4(f) impacts and mitigation measures as previously referenced.

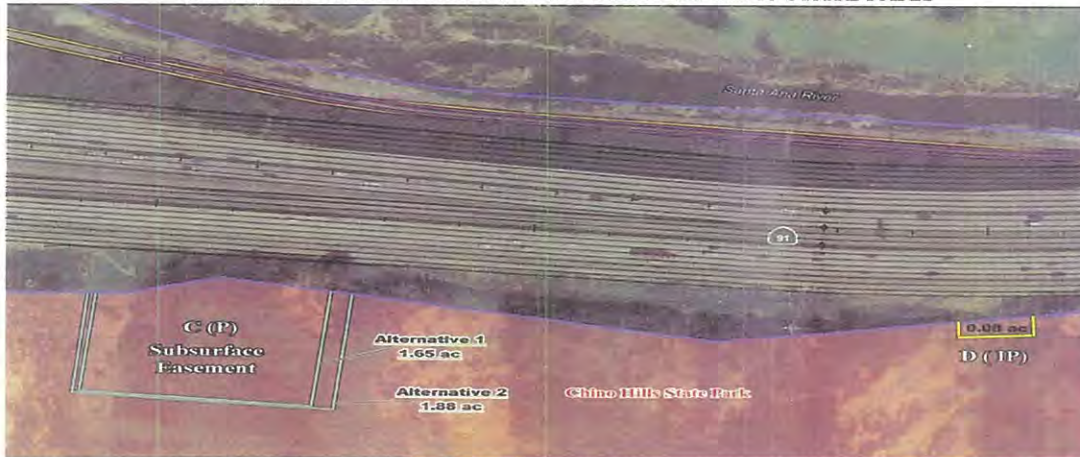
Thank you again for coordinating this project with us. For further discussion, please contact me or Enrique Arroyo at (951) 453-6848.

Sincerely,

Ron Krueper
District Superintendent

cc: Ronie Clark, DPR Southern Division Chief
Jay Chamberlin, DPR Chief of Natural Resources
Wildlife Corridor Conservation Authority
Claire Schlotterbeck, Executive Director, Hills for Everyone

**NOTICE OF INTENT TO ADOPT A U. S. DEPARTMENT OF TRANSPORTATION ACT SECTION 4(F)
DE MINIMIS FINDING FOR IMPACTS TO CHINO HILLS STATE PARK**



Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the Secretary of the United States Department of Transportation responsibilities under the National Environmental Policy Act (NEPA) pursuant to 23 U.S.C. 327(a)(2)(A). For purposes of carrying out the responsibilities assumed under this code, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities including the requirements of Section 4(f).

This notice provides information regarding the State Route 91 Corridor Improvement Project (SR 91 CIP) and the potential Section 4(f) impacts associated with the project on Chino Hills State Park (CHSP). Caltrans and the Riverside County Transportation Commission (RCTC) initiated Section 4(f) consultation with State Parks in March 2008 when it was determined that the project's preliminary design may directly affect CHSP.

SR 91 CIP

The proposed project includes highway widening, bridge widening, modification or construction of new drainage facilities, and retaining walls. Both SR 91 CIP build alternatives have proposed additional lanes which require widening of the existing SR 91 to accommodate these lanes. This widening would also require that the existing Green River Road westbound offramp be relocated to the north. This would require two columns to be placed on CHSP property to support the elevated offramp. The two columns and the associated aerial easement total approximately 0.48 acre of CHSP property.

Both SR 91 CIP build alternatives also require permanent subsurface easements to accommodate subsurface tiebacks for a tieback wall located east of Coal Canyon and south of SR 91 and total approximately 1.88 acres of CHSP property. These tiebacks are underground and have no impact on the surface vegetation of the park.

APPLICABILITY OF SECTION 4(f)

The Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 6009(a) amended existing Section 4(f) language to allow the U.S. DOT to determine that certain uses of Section 4(f) land are de minimis. When this is the case, and the responsible official with jurisdiction over the resource agrees in writing, compliance with Section 4(f) is completed. De minimis impacts on publicly owned parks are defined as those project impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f).

In the Draft Environmental Impact Statement/Report for the project, circulated to the public between May and July 2011, Caltrans informed the public and agencies of these impacts. In this document, Caltrans initially determined that for the permanent subsurface easements that would accommodate tiebacks for a tieback wall at CHSP, "temporary occupancy" applied and therefore did not constitute a use of land at CHSP under Section 4(f) for the proposed wall and associated easements. Caltrans has re-evaluated the prior temporary occupancy determination and now has determined that a de minimis impact finding is appropriate for the permanent subsurface easements required for the tieback wall, approximately 1.88 acres. This is because there are no potential impacts to CHSP on the activities, features, and attributes that make CHSP eligible for Section 4(f) protection, but there is a permanency of the easements required. Therefore, Caltrans now proposes a de minimis impact finding for both of the project effects at CHSP per 23 CFR 774 (for the subsurface easements as well as the location of the offramp).

If you have any questions or comments regarding this, please call Caltrans Aaron Burton at (909) 383-2841, or write to Caltrans, attn: Aaron Burton, 464 West Fourth Street, 6th floor, San Bernardino, CA 92404

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Attachment D: Summary of Consultation with the City of Corona

This attachment contains a summary of the meetings and letters documenting the Section 4(f) consultation with the City of Corona regarding the potential effects of the SR-91 CIP Build Alternatives on Griffin Park, El Cerrito Sports Park, and the Santa Ana River Trail/Bike Lane.

Date of Consultation	Activity	Description of Activity
May 27, 2009	Letter	Letters from the Department to the City of Corona (Robert Morin, Joanne Coletta, and Kip Field) regarding "Formal Section 4(f) Agency Consultation for the SR-91 Corridor Improvement Project"
June 9, 2009	Meeting	Consultation meeting with the City of Corona regarding Griffin Park
June 15, 2009	Letter ¹	Letter from the City of Corona to the Department regarding the "Section 4(f) Consultation – Griffin Park" (1 page)
March 22, 2011	Letter ¹	Letter from the Department to the City of Corona regarding the "Temporary Occupancy at the El Cerrito Sports Park"
May 13, 2011	Email ¹	Email from the City of Corona to the Department, concurring with the Department's determination that the TCEs at El Cerrito Sports Park satisfy the conditions set forth in 23 CFR 774.13(d) and that the requirements of Section 4(f) will not apply to the TCEs at this park (1 page)
April 10, 2012	Letter ¹	Letter from the Department to the City regarding the "Temporary Occupancy of the Santa Ana River Trail/Bike Lane" and the City's concurrence (April 12, 2012, by the Public Works Department and April 16, 2012, by the Parks and Community Services Department) that Section 4(f) does not apply to the project effects on this resource (4-page letter and 9 pages of attachments)

Source: Riverside County Transportation Commission (2012).

¹ These letters and email are provided on the following pages.

CFR = Code of Federal Regulations

Department = California Department of Transportation

SR-91 = State Route 91

TCEs = temporary construction easements

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OFFICE OF: Parks & Community Services Department

Phone: 951-736-2241
Fax: 951-279-3683

400 S. Vicentia Avenue, Corona, California 92882-2187
City Hall Online All The Time – <http://www.discovercorona.com>

June 15, 2009

Russell Williams
Environmental Oversight Branch Chief
California Department of Transportation
464 West 4th Street
San Bernardino CA 92401

Subject: Section 4(f) Consultation – Griffin Park Comments

Dear Mr. Williams:

The City of Corona Parks and Community Services Department received a copy of your letter dated May 27, 2009 addressed to Kip Field, Public Works Director, regarding the State Route (SR) 91 Corridor Improvement Project.

As it relates to Griffin Park, below are responses to the review questions provided in your letter for agencies with jurisdiction over a Section 4(f) property:

- Have the appropriate Section 4(f) properties (i.e., publicly owned parks and recreation lands including sports yards at public schools if they are used for recreation purposes outside school hours, wildlife and waterfowl refuges, and historic sites) within your agency's jurisdiction been identified and potential project impacts evaluated? Yes.
- Is the information describing the 4(f) property(ies) within your agency's jurisdiction correct and current? Yes.
- Is there more information about the Section 4(f) property(ies) that your agency would like incorporated in the Section 4(f) Evaluation? No.
- Has the primary purpose of the entire Section 4(f) property, and not just the part used by the SR-91 CIP Build Alternatives, been adequately described? Yes.
- Have the anticipated permanent and/or temporary use effects of the SR-91 CIP Build Alternatives on each Section 4(f) property within your agency's jurisdiction been explained sufficiently? Yes, the only stated use of land from Griffin Park for the SR-91 project is temporary.

- Does the information adequately express the significance or importance of the Section 4(f) property to your agency? Yes.
- Are the anticipated avoidance and mitigation measures for the use effects sufficient? Yes.
- Does your agency have alternative or additional mitigation to propose for inclusion in the project? No, the Department does request that the residents near the park be notified prior to the start of the project construction.

If you have any further questions, please contact Mark Wills, Administrative and Community Services Manager, at (951) 736-2241.

Sincerely,

Gabriel P. Garcia
Parks & Community Services Director

cc:

Kip Field, Public Works Director
Robert Morin, Principal Civil Engineer
Mark Wills, Administrative and Community Services Manager
Tim Brown, Park and Landscape Operations Manager

DEPARTMENT OF TRANSPORTATION

DISTRICT 8
 ENVIRONMENTAL PLANNING
 464 WEST 4TH STREET, 6TH FLOOR
 SAN BERNARDINO, CA 92401-1400
 PHONE (909) 388-7725
 FAX (909) 383-6230
 TTY (909) 383-6300



*Flex your power!
 Be energy efficient!*

March 22, 2011

File: SR-91 Corridor Improvement Project

City of Corona
 Parks and Community Services Department
 Director Gabriel P. Garcia
 400 South Vicentia Avenue
 Corona, California 92882

Dear Mr. Garcia:

Subject: Temporary Occupancy at the El Cerrito Sports Park

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under the National Environmental Policy Act (NEPA) pursuant to Section 6005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) codified at 23 U.S.C. 327(a)(2)(A). Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Pilot Program, pursuant to 23 CFR 773. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under the Pilot Program. For purposes of carrying out the responsibilities assumed under the Pilot Program, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other action required under those responsibilities.

Caltrans, in cooperation with the *Riverside County Transportation Commission (RCTC)*, is preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed *State Route 91 (SR-91) Corridor Improvement Project (CIP)*. That project is located in Riverside and Orange Counties, California, and proposes to widen SR-91 between the State Route 241 (SR-241) interchange in the east part of the City of Anaheim in Orange County to Pierce Street in the City of Riverside in Riverside County; and widen Interstate 15 (I-15) between Cajalco Road in unincorporated Riverside County and Hidden Valley Parkway in the City of Corona in Riverside County. The project location is shown on the attached figure. The proposed improvements are considered necessary to facilitate movement of people and goods between the Orange and Riverside Counties by improving travel conditions for work, recreation, school, commerce, as well as other trip purposes. The Alternatives under consideration include (1) High Occupancy Vehicle (HOV) Lanes, (2) High Occupancy Toll (HOT) Lanes, and (3) taking no action. Analyses supporting the EIR/EIS will determine the type of facility necessary to meet the existing and future transportation needs in the corridor.

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Gabriel Garcia
 March 22, 2011
 Page 2

The SR-91 CIP Build Alternatives propose the use of four small areas on the west side of the parcel occupied by El Cerrito Sports Park for temporary construction easements (TCEs) during the construction of improved drainage facilities in those areas. The locations of the TCEs are shown on the attached figure.

Caltrans has determined that the SR-91 CIP Build Alternatives satisfy the five conditions set forth in 23 CFR 771.13(d), and that Section 4(f) will not apply. The duration of the temporary occupancy at the park will be less than the time needed for construction of the Build Alternatives and there would be no change in the ownership of the land used for the TCEs. The changes to the El Cerrito Sports Park property would be minimal and would not affect any of the sports fields or other recreation facilities at the park. There are not anticipated to be any permanent adverse physical impacts at the park, or interference with the activities or purposes of the park, on either a temporary or permanent basis. The land being used will be fully restored and returned to a condition which is at least as good as that which existed prior to the use of the land for TCEs for the project construction.

We look forward to your response to our determination that the possible impacts of the proposed *SR-91 CIP Build Alternatives* to El Cerrito Sports Park satisfy the five conditions set forth in 23 CFR 774.13(d) and the Section 4(f) will not apply.

If you have any questions or would like to discuss this in more detail please contact Aaron Burton at Caltrans District 8 at (909) 388-1804. In addition, information about the project and the EIR/EIS is available at the SR-91 website at the following url: <http://www.sr91project.info/index.php>.

Sincerely,

DAVID BRICKER
 Deputy District Director
 Environmental Planning

Attachment: Project Location map
 Project map of TCEs at El Cerrito Sports Park

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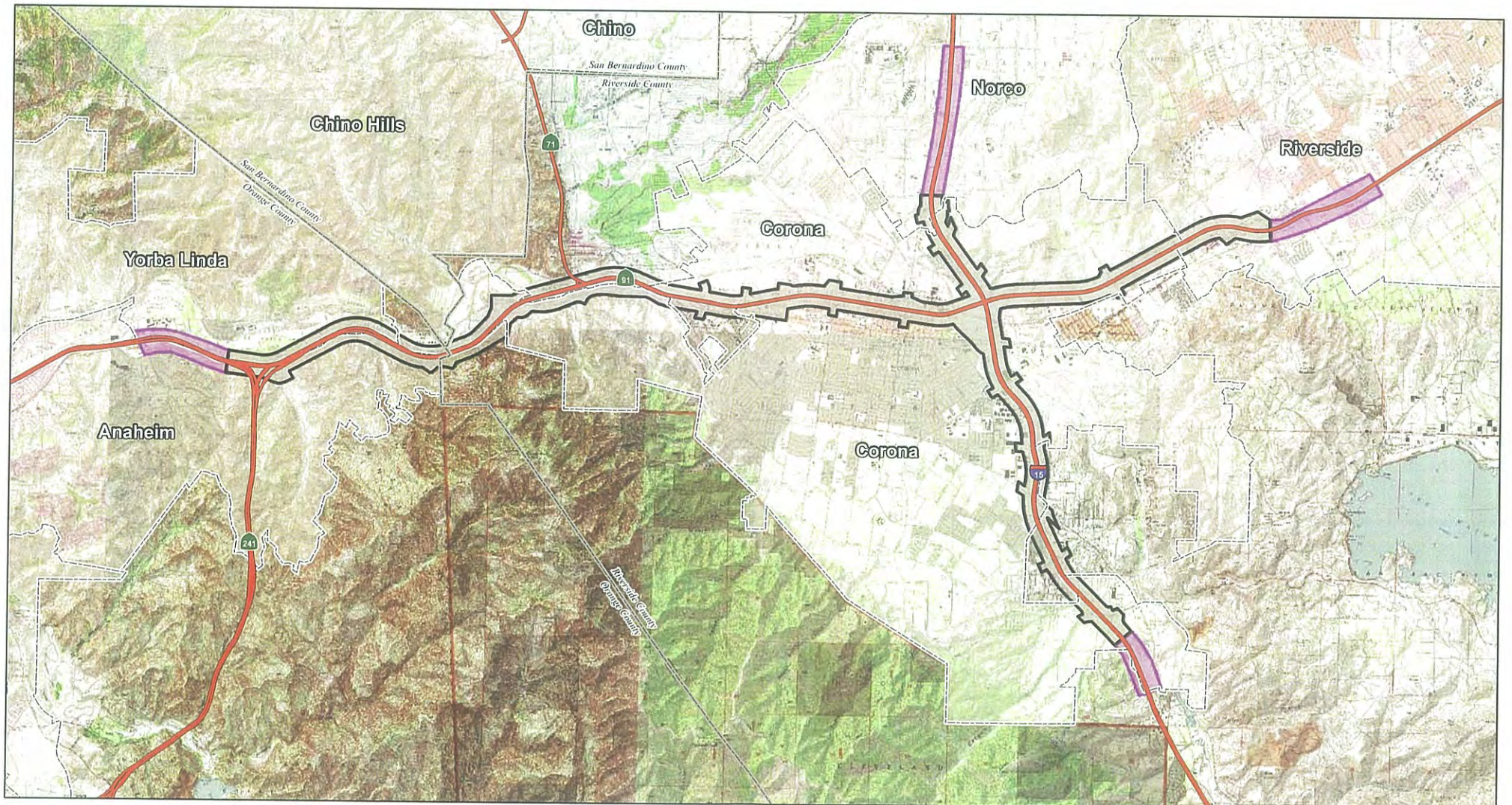
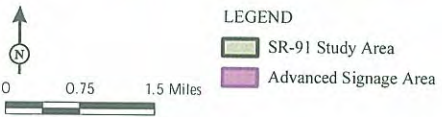


FIGURE 1



SR-91 Corridor Improvement Project

Project Location

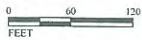
12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

SOURCE: USGS 7.5' QUAD - BLACK STAR CANYON (88), CORONA NORTH (81), CORONA SOUTH (88), PRADO DAM (81), RIVERSIDE WEST (81); CALIF.
 I:\PAZ0701\GIS\Basemap\Project_Location_Fig1.mxd (5/6/2009)



LEGEND

- Proposed Temporary Construction Easement
- Proposed Roadway Layout
- Parcel Boundary



SOURCE: Aerial - Bing Maps (2009); Parcels - Riverside County (2008); Engineering - PB (2010)
 I:\PAZ0701\GIS\4\ElCerrito_SportsPark.mxd (3/22/2011)



SR-91 Corridor Improvement Project
 Proposed TCEs at El Cerrito Sports Park

12-Ora-91-R14.43/R18.91
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

Mark Wills <Mark.Wills@ci.corona.ca.us>

To "Aaron.Burton@dot.ca.gov"
<Aaron.Burton@dot.ca.gov>

05/13/2011
08:41 AM

cc

Subject: Temporary Occupancy at the El Cerrito Sports Park

Aaron,

Subject: Temporary Occupancy at the El Cerrito Sports Park

The City of Corona Parks & Community Services Department received a letter on March 22, 2011, regarding the EIR/EIS for the proposed SR-91 Corridor Improvement Project. Specifically, you requested a response to the determination that the possible impacts of the proposed project's build alternatives at El Cerrito Sports Park satisfy the five conditions set forth in 23 CFR 774.13(d) and the Section 4(f) will not apply. Our Department has reviewed the proposed build alternatives and agrees with your determination. Should you require additional information, please contact me at mark.wills@ci.corona.ca.us or (951) 736-2240.

Sincerely,

Mark Wills
Administrative & Community Services Manager
Corona Parks & Community Services

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

ENVIRONMENTAL STUDIES B (MS 1162)

464 WEST 4TH STREET
SAN BERNARDINO, CA 92401
PHONE (909) 383-7725Flex your power!
Be energy efficient!

April 10, 2012

File: 08-RIV-91-R0.00/R13.04
08-RIV-91-R0.00/R13.04
08-RIV-15-35.64/45.14
State Route 91 Corridor Improvement
Project
EA: 08-0F540
PN: 080000136

Mr. Robert Morin
City of Corona
Public Works Department
400 South Vicentia Avenue
Corona, CA 92882

Subject: Temporary Occupancy of the Santa Ana River Trail/Bike Lane

Dear Mr. Morin,

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under the National Environmental Policy Act (NEPA) pursuant to Section 6005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) codified at 23 U.S.C. 327(a)(2)(A). Caltrans assumed all of FHWA's responsibilities under NEPA for projects on California's State Highway System (SHS) and for federal-aid local streets and roads projects under FHWA's Surface Transportation Project Delivery Pilot Program, pursuant to 23 CFR 773. Caltrans also assumed all of FHWA's responsibilities for environmental coordination and consultation under other federal environmental laws pertaining to the review or approval of projects under the Pilot Program. For purposes of carrying out the responsibilities assumed under the Pilot Program, Caltrans is deemed to be acting as the FHWA with respect to the environmental review, consultation, and other action required under those responsibilities.

Caltrans, in cooperation with the *Riverside County Transportation Commission (RCTC)*, is preparing an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed *State Route 91 (SR-91) Corridor Improvement Project (CIP)*. That project is located in Riverside and Orange Counties, California, and proposes to widen SR-91 between the State Route 241 (SR-241) interchange in the east part of the City of Anaheim in Orange County to Pierce Street in the City of Riverside in Riverside County; and widen Interstate 15 (I-15) between Cajalco Road in unincorporated Riverside County and Hidden Valley Parkway in the City of Corona in Riverside County. The project location is shown on the attached figure. The proposed improvements are considered necessary to facilitate

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movement of people and goods between the Orange and Riverside Counties by improving travel conditions for work, recreation, school, commerce, as well as other trip purposes. The Alternatives under consideration include (1) High Occupancy Vehicle (HOV) Lanes, (2) High Occupancy Toll (HOT) Lanes, and (3) taking no action. Analyses supporting the EIR/EIS will determine the type of facility necessary to meet the existing and future transportation needs in the corridor.

The SR-91 CIP Build Alternatives propose temporary occupancy of the Santa Ana River Trail/Bike Lane to relocate a 200-ft long segment of the Class II Bike Lane to the north, which may result in temporary closure of the Trail/Bike Lane for construction. The relocation of the Trail/Bike Lane to the north will accommodate the trail modifications made by the separate United States Army Corps of Engineers (ACOE) Reach 9 Phase 20 Project that moved the trail/bike lane north. Alternative access will be provided during this temporary closure. Also proposed as part of the SR-91 CIP Build Alternatives is a surface parking area with approximately 30 parking spaces for the Santa Ana River Trail/Bike lane users. This parking area will connect the modified section of the trail to the existing bike lane on Green River Road that continues east.

Caltrans has determined that the SR-91 CIP Build Alternatives satisfy the five conditions set forth in 23 CFR 771.13(d), and that Section 4(f) will not apply. The duration of the temporary occupancy will be less than the time needed for construction of the Build Alternatives and there would be no change in the ownership of the land. The changes to the Santa Ana River Trail/Bike Lane will be minimal and will accommodate the ACOE project. There are no anticipated permanent adverse physical impacts, or interference with the activities or purposes of the park, on either a temporary or permanent basis. The land being used will be fully restored and returned to a condition which is at least as good as that which existed prior to the use of the land for TCEs for the project construction.

Caltrans is now requesting your concurrence that Section 4(f) will not apply and the SR-91 CIP Build Alternatives satisfy the five conditions set forth in 23 CFR 771.13(d) for a determination of temporary occupancy. A signature block is provided at the bottom of this letter for your convenience. Your concurrence is critically needed to continue to maintain the schedule for this project. Any delay means this critically-needed project would be delayed. If you have any questions, please do not hesitate to call me at (909) 388-7725 or Aaron Burton at (909) 383-2841.

If you have any questions or would like to discuss this in more detail, please contact Aaron Burton at Caltrans District 8 at (909) 383-2841. In addition, information about the project and the EIR/EIS is available at the SR-91 website at the following url: <http://www.sr91project.info/index.php>.

Sincerely,

DAVID BRICKER
Deputy District Director
Environmental Planning

Attachments: Figure 4.2 Bike Trail Existing
Figure 4.3 Bike Trail Proposed

Cc: Gabriel P. Garcia, Director, City of Corona, Parks and Community Services Department

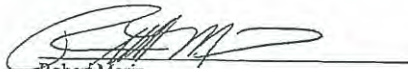
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City of Corona Public Works Department appreciates the opportunity to participate in the Section 4(f) concurrence process. City of Corona Public Works Department understands that California Department of Transportation (Caltrans) Districts 8 and 12 and the Riverside County Transportation Commission (RCTC) are proposing to improve the existing State Route 91 with the SR-91 Corridor Improvement Project (CIP). The proposed project includes highway widening, bridge widening, modification or construction of new drainage facilities, and retaining walls.

Additionally, SR 91 CIP proposes temporary occupancy of the Santa Ana River Trail/Bike Lane to relocate a 200-ft long segment of the Class II Bike Lane to the north, which may result in temporary closure of the Trail/Bike Lane for construction. The relocation of the Trail/Bike Lane to the north will accommodate the trail modifications made by the separate United States Army Corps of Engineers (ACOE) Reach 9 Phase 20 Project that moved the trail/bike lane north. Alternative access will be provided during this temporary closure. In addition, as part of the SR-91 CIP Build Alternatives is a surface parking area with approximately 30 parking spaces for the Santa Ana River Trail/Bike lane users. This parking area will connect the modified section of the trail to the existing bike lane on Green River Road that continues east.

As presented to City of Corona Public Works Department by Caltrans Staff, the proposed SR-91 CIP falls under the provisions of The Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 6009(a). Under this provision, Caltrans, which has been assigned the environmental review and approval authority of the US DOT under SAFETEA-LU Section 6005, determines whether the transportation use of Section 4(f) property would result in a temporary occupancy. Caltrans maintains that the temporary occupancy finding is appropriate and would be maintained with regards to the potential impacts to the Santa Ana River Trail/Bike lane on the activities, features, and attributes that make the Santa Ana River Trail/Bike eligible for Section 4(f) protection.

My signature below represents written concurrence on the temporary occupancy finding that the State Route 91 CIP would not adversely affect the activities, features, and attributes that qualify the Santa Ana River Trail/Bike for protection under Section 4(f).



Robert Morin
City of Corona
Public Works Department
400 South Vicentia Avenue
Corona, CA 92882

Date 4/12/2012

City of Corona Parks and Community Services Department appreciates the opportunity to participate in the Section 4(f) concurrence process. City of Corona Parks and Community Services Department understands that California Department of Transportation (Caltrans) Districts 8 and 12 and the Riverside County Transportation Commission (RCTC) are proposing to improve the existing State Route 91 with the SR-91 Corridor Improvement Project (CIP). The proposed project includes highway widening, bridge widening, modification or construction of new drainage facilities, and retaining walls.

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As presented to City of Corona Parks and Community Services Department by Caltrans Staff, the proposed SR-91 CIP falls under the provisions of The Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 6009(a). Under this provision, Caltrans, which has been assigned the environmental review and approval authority of the US DOT under SAFETEA-LU Section 6005, determines whether the transportation use of Section 4(f) property would result in a temporary occupancy. Caltrans maintains that the temporary occupancy finding is appropriate and would be maintained with regards to the potential impacts to the Santa Ana River Trail/Bike lane on the activities, features, and attributes that make the Santa Ana River Trail/Bike eligible for Section 4(f) protection.

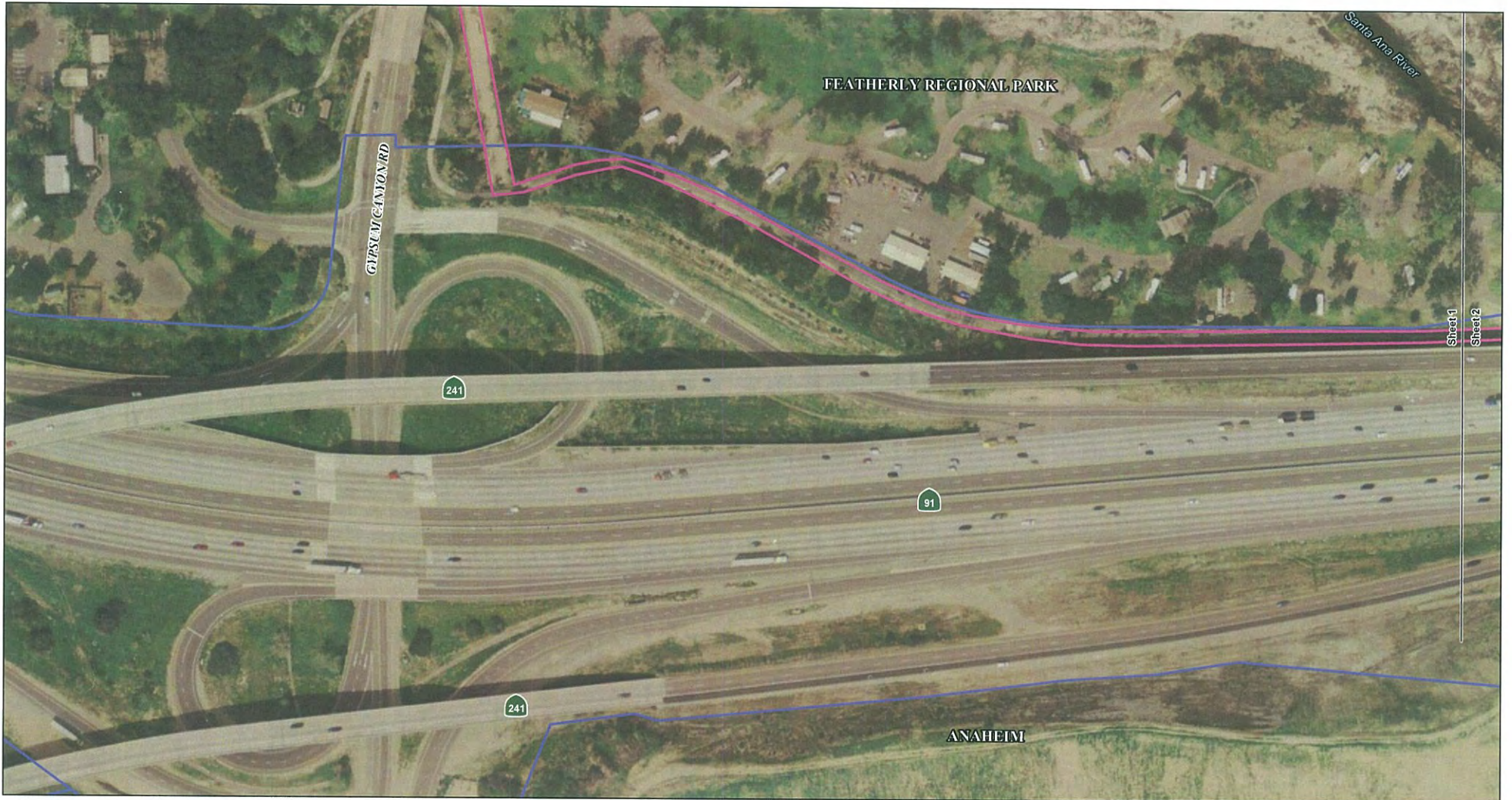
My signature below represents written concurrence on the temporary occupancy finding that the State Route 91 CIP would not adversely affect the activities, features, and attributes that qualify the Santa Ana River Trail/Bike for protection under Section 4(f).



Gabriel P. Garcia
Director
City of Corona
Parks and Community Services Department
400 South Vicentia Avenue
Corona, CA 92882

Date 4-16-12

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LEGEND

- Existing State Right-of-Way
- Existing City Right-of-Way
- Existing Santa Ana River Trail/Bike Lane



SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2009)
 I:\PAZ\0701\GIS\4\BikeTrail_Existing.mxd (4/7/2010)



FIGURE 4.2

Sheet 1 of 7

SR-91 Corridor Improvement Project
 Existing Condition Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540



- LEGEND**
- Existing State Right-of-Way
 - Existing City Right-of-Way
 - Existing Santa Ana River Trail/Bike Lane



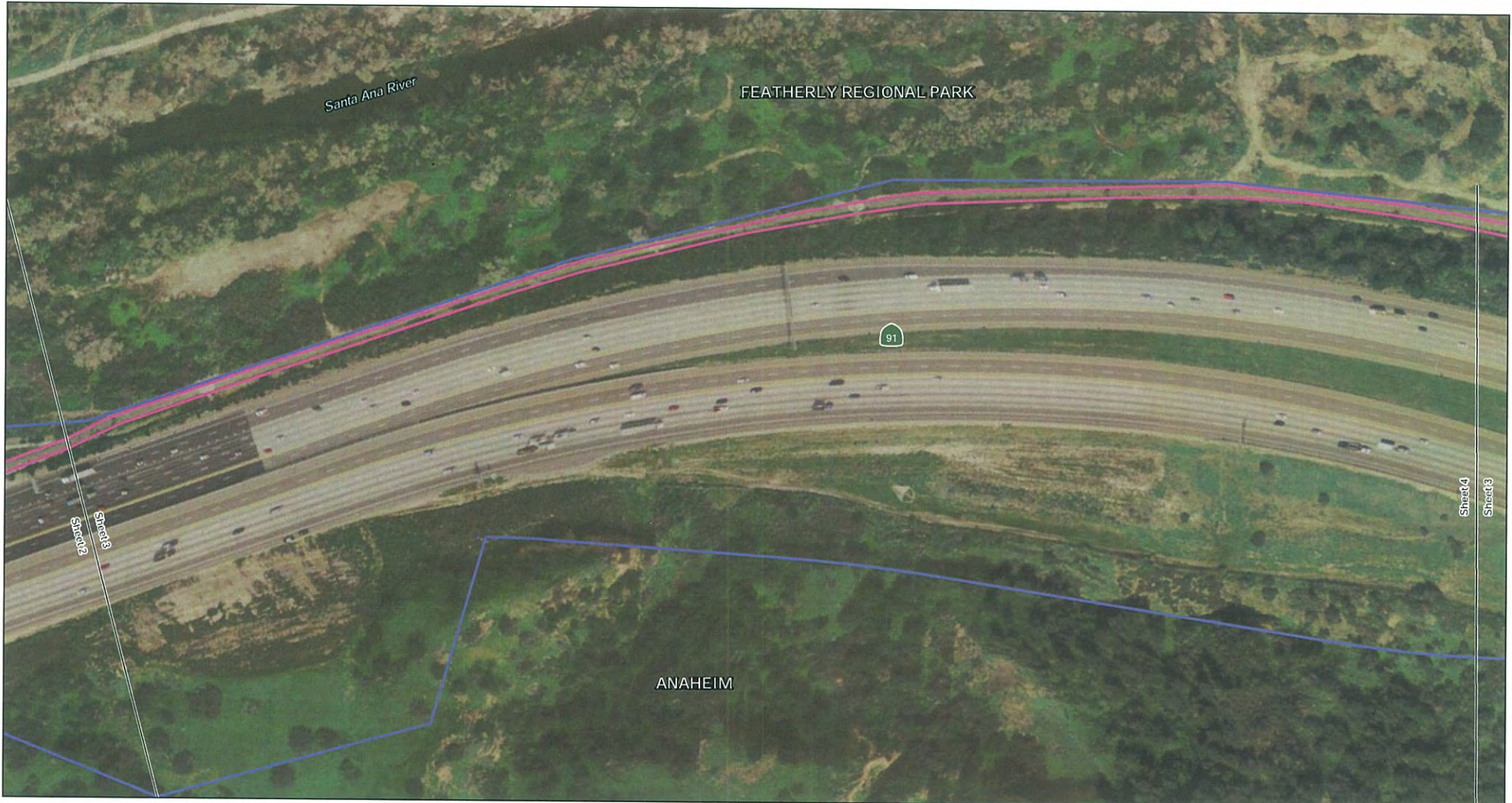
SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2009).
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FIGURE 4.2
 Sheet 2 of 7

SR-91 Corridor Improvement Project
 Existing Condition Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540



- LEGEND**
- Existing State Right-of-Way
 - Existing City Right-of-Way
 - Existing Santa Ana River Trail/Bike Lane



SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2009).
 I:\PAZ0701\GIS\4\BikeTrail_Existing.mxd (4/7/2010)



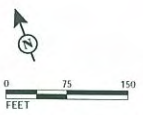
FIGURE 4.2
 Sheet 3 of 7

SR-91 Corridor Improvement Project
 Existing Condition Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA OF540



- LEGEND
- Existing State Right-of-Way
 - Existing City Right-of-Way
 - Existing Santa Ana River Trail/Bike Lane



SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2009).
 I:\PAZ0701\GIS\4\BikeTrail_Existing.mxd (4/7/2010)



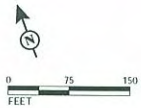
FIGURE 4.2
 Sheet 4 of 7

SR-91 Corridor Improvement Project
 Existing Condition Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540



- LEGEND**
- Existing State Right-of-Way
 - Existing City Right-of-Way
 - Existing Santa Ana River Trail/Bike Lane



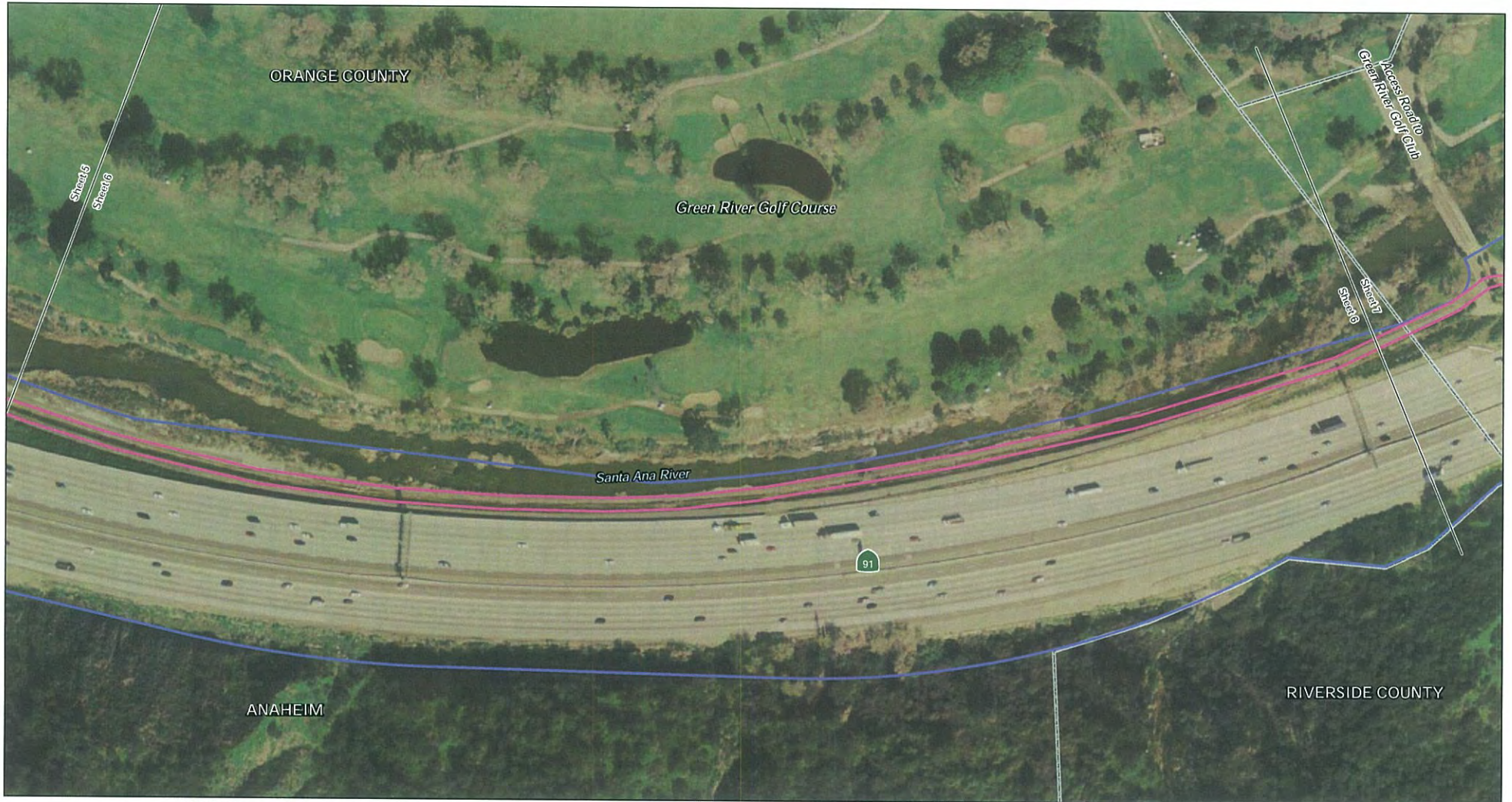
SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2009),
 I:\PAZ0701\GIS\4R\BikeTrail_Existing.mxd (4/7/2010)



FIGURE 4.2
 Sheet 5 of 7

SR-91 Corridor Improvement Project
 Existing Condition Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA OF 540



- LEGEND
- Existing State Right-of-Way
 - Existing City Right-of-Way
 - Existing Santa Ana River Trail/Bike Lane



SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2009).
 I:\PAZ0701\GIS\4\BikeTrail_Existing.mxd (4/7/2010)



FIGURE 4.2

Sheet 6 of 7

SR-91 Corridor Improvement Project
 Existing Condition Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540



This segment of the Existing Trail/Bike Lane is within the right-of-way for Green River Road

GREEN RIVER RD

Santa Ana River

Green River Golf Course

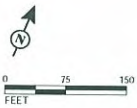
CORONA

Access Road to
Great River Golf Club

91

LEGEND

- Existing State Right-of-Way
- Existing City Right-of-Way
- Existing Santa Ana River Trail/Bike Lane



SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2009).
I:\PAZ0701\GIS\4\BikeTrail_Existing.mxd (4/7/2010)

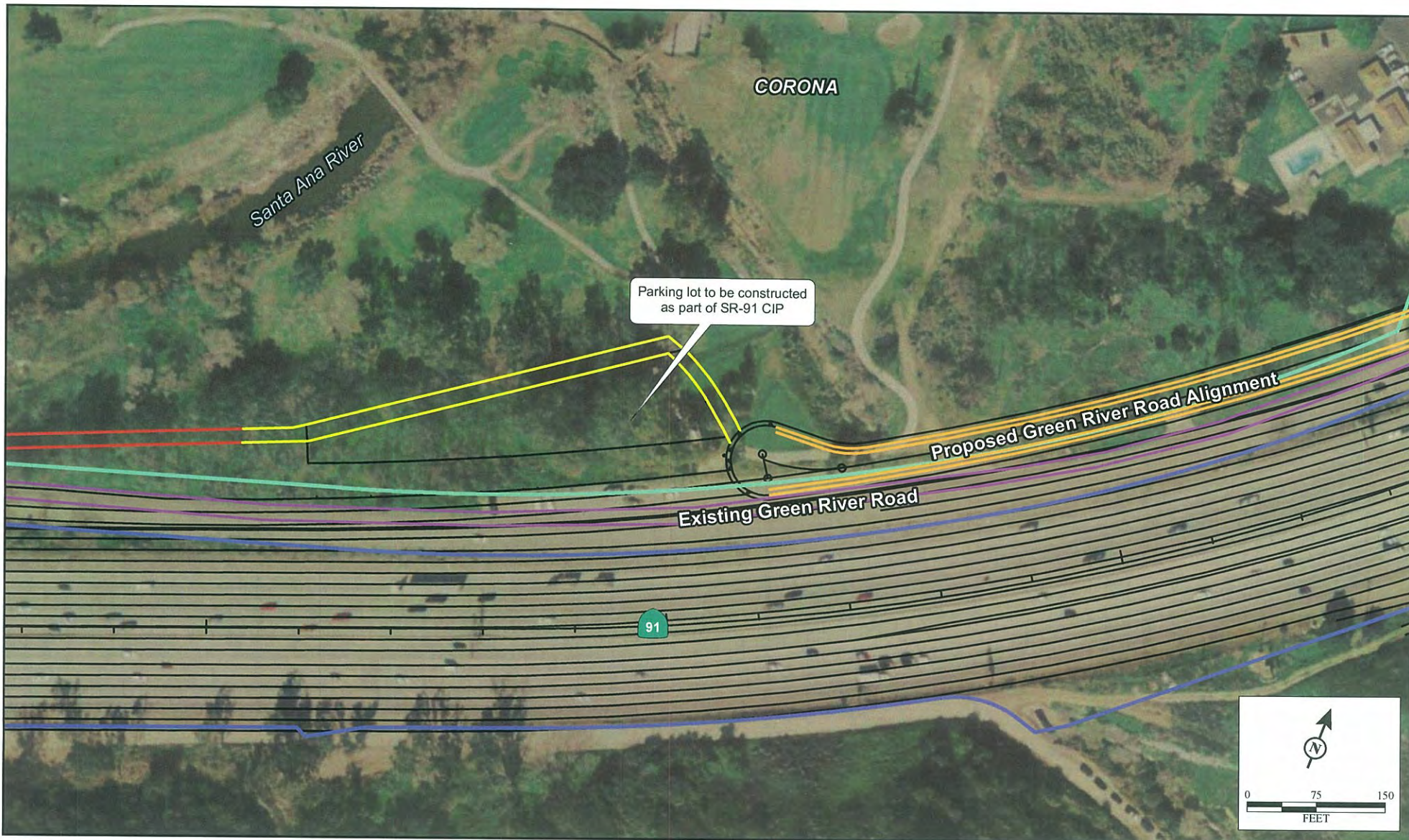


FIGURE 4.2

Sheet 7 of 7

SR-91 Corridor Improvement Project
Existing Condition Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
08-Riv-91-R0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540



LEGEND

- Existing Bike Trail
- Proposed Relocated Trail/Bike Path by Corps
- Proposed Relocated Trail/Bike Path by SR-91 CIP
- Existing Bike Lanes to Remain on Relocated Green River Road
- Segment 1
- Existing City Right-of-Way
- Existing State Right-of-Way

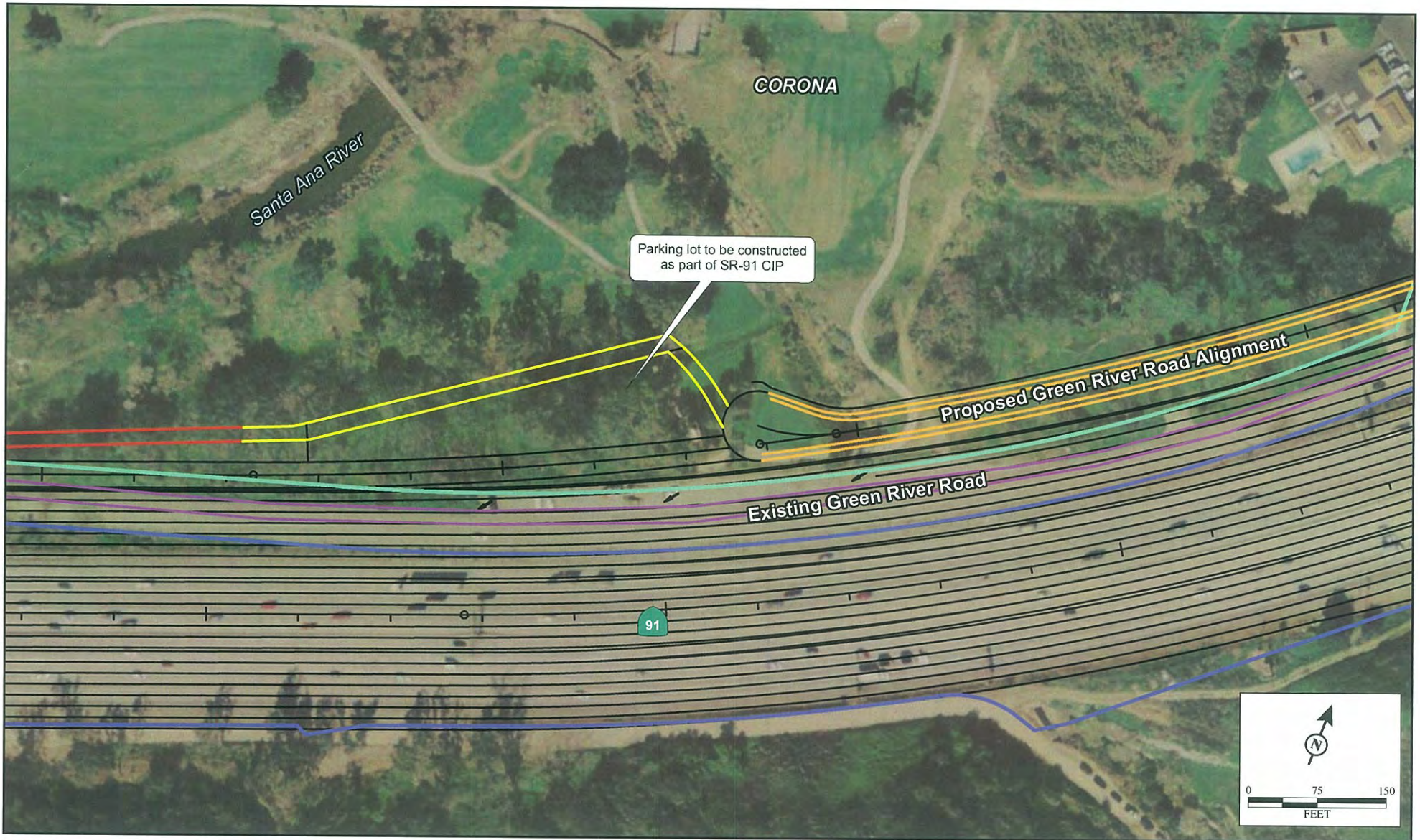


FIGURE 4.3
Sheet 1 of 2

SR-91 Corridor Improvement Project
Alternative 1 Project
Relocated Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
08-Riv-91-R0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540

SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2012).
I:\PAZ0701\GIS\4\FBikeTrail_Proposed_Alt1.mxd (4/6/2012)



LEGEND

- Existing Bike Trail
- Proposed Relocated Trail/Bike Path by Corps
- Proposed Relocated Trail/Bike Path by SR-91 CIP
- Existing Bike Lanes to Remain on Relocated Green River Road
- Segment 1
- Existing City Right-of-Way
- Existing State Right-of-Way



FIGURE 4.3
Sheet 2 of 2

SR-91 Corridor Improvement Project
Alternative 2 (LPA) Project
Relocated Santa Ana River Trail/Bike Lane

12-Ora-91-R14.43/R18.91
08-Riv-91-R0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540

SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2012).
I:\PAZ0701\GIS\4\FBikeTrail_Proposed_Alt2.mxd (4/6/2012)

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Attachment E: Consultation Letter from the National Park Service

This attachment contains the January 26, 2012, letter (2 pages) from the National Park Service to the Department regarding issues associated with L&WCF Act grants to State Parks for CHSP.

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United States Department of the Interior



NATIONAL PARK SERVICE
Pacific West Region
333 Bush Street, Suite 500
San Francisco, California 94104-2828

IN REPLY REFER TO:
L3219 (PWR-PR)

January 26, 2012

Mr. Brandon S. Walker
Attorney, Caltrans Legal
1120 N Street, MS 57
PO Box 1438
Sacramento, CA 95812-1438

Dear Mr. Walker:

Thank you for consulting with us regarding potential impacts from the proposed SR-91 Corridor Improvement Project relative to the Land and Water Conservation Fund Act protected boundary at Chino Hills State Park. This letter is to inform you of our findings in that regard as well as to discuss questions related to the calculation of converted acreage under the Land and Water Conservation Fund Act (16 USC §460l et seq.).

Chino Hills State Park has received three grants from the Land and Water Conservation Fund Act State Assistance Program (LWCF). Any park that receives assistance from the Fund must be preserved in public outdoor recreation use in perpetuity (LWCFA §6(f)(3); 16 USC §460l-8(f)(3)). Any land that is converted to uses other than public outdoor recreation are subject to federal regulations specified in 36 CFR §59, and to conversion requirements outlined in the state assistance program manual. At the time a grant closes, the entire area assisted by the grant, at minimum an independently viable public recreation area - in most cases the entire park, is protected by the conversion provisions of the Act. Two of the grants to Chino Hills State Park were acquisition projects: the first for the acquisition of State Park parcel #17, and the second, which closed in 1985, for the acquisition of another parcel farther to the north. Since the third grant is still in progress, the area assisted by the second completed grant is the area that is currently within an LWCFA §6(f) protected boundary; i.e. the entire State Park at the time the grant closed in 1985.

From the documentation you provided to us that locates the proposed highway project relative to State Park land ("Figure 1 - SR-91 Corridor Improvement Project; Proposed Conversion at Chino Hills State Park"), it appears that the project will touch State Park parcel #17 at its southernmost tip, span Prado Road, and then cross over State Park parcel #31 with approximately one and a half bridge column footings falling within the State Park owned parcel 31. The map indicates approximately 0.04 acres taken by the footings, and approximately 0.45 acres total area crossed by the roadbed up to the permanent aerial easement on both sides of the roadway within Parcel 31. No permanent aerial easements are indicated for the roadbed east of parcel 31, including the section touching the southern tip of parcel 17. We have determined that the current §6f protected boundary encompasses parcel 17, but because parcel #31 was acquired by the State Park in 1987, after the close of the last completed LWCF grant, it does not currently fall within the 6f boundary.



Based on this information and confirmed by you in conversation, that the project would not encroach at all on State Park parcel #17, but does fall over and within State Park parcel #31, we have determined that LWCFA §6(f)(3) does not now apply to parcel #31, and that the proposed project, were it to be built today, would not cause a LWCFA conversion of parkland on parcel #31.

However, we must point out that we have approved a third major grant to Chino Hills State Park that has been in progress for several years. Once this grant closes, the new §6f protected boundary will include all of the existing State Park, including parcel #31. Due to the indeterminate timing of both the LWCF grant completion and the highway project construction, we recommend that CEQA and NEPA environmental compliance treat the property as if §6f applied now, in terms of potential impacts assessment and mitigation measures.

We would also like to clarify the conversion requirements under the LWCF Program, for projects where §6f applies, relating to the calculation of the converted area, and acceptable mitigation measures. Conversion of park land under the LWCF Act relates specifically to the public outdoor recreational uses of the park. Therefore any analysis of potential impacts to a §6f area must relate specifically to the recreational purposes of the park, potential displacement of those uses, and it must include an analysis of impacts to attributes of the area that contribute to the intended uses and visitor experience. Consequently, the area determined to be converted is rarely just the physical footprint of a non-conforming facility, but usually includes the broader area impacted by the intrusion. Analysis of impacts to a §6f area would therefore need to consider airspace, view-sheds, noise, air quality, and remnant pieces. Lacking a full analysis of potential impacts, we are in no position at the present time to make a determination regarding the extent of an LWCF conversion on the parcels in question stemming from the proposed highway project in the event that §6f applies.

Although the complex of mitigation measures for a project may include site enhancements for the area impacted, the only acceptable mitigation for an LWCFA conversion is replacement park land that meets the dual requirements of being of at least equivalent market value, and of reasonably equivalent usefulness and location. As mentioned above, more complete conversion requirements are contained in 36 CFR §59, and in the LWCF Program manual.

Thank you again for consulting with us at this early stage of your project. We greatly appreciate your efforts to design the highway project to be consistent with the public outdoor recreation purposes of the Land and Water Conservation Fund and the extraordinary attributes of Chino Hills State Park. As you know, primary compliance responsibilities for LWCF assisted parks in the State of California lie with the California Department of Parks and Recreation, Office of Grants and Local Services as well as with the managers of Chino Hills State Park. We trust you will continue to work with them as this project develops.

Please feel free to contact me if you have any further questions.

Sincerely,

[Handwritten signature of David Siegenthal]

David Siegenthal
Program Officer, State and Local Assistance Programs
Pacific West Region
National Park Service

cc: Barbara Baker, California Department of Parks and Recreation, Office of Grants and Local Services
Suzanne Boyce Carlson, Assistant Field Solicitor, U.S. Department of the Interior

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Attachment F: Evaluation of the Potential for Constructive Use Impacts

The EIR/EIS Annotated Outline (SER, accessed June 2012) requires that the potential for proximity impacts under each project alternative be evaluated for each Section 4(f) property. The SER also states “The Draft Section 4(f) Evaluation must address all proximity impacts to determine whether they will substantially impair the qualities of the 4(f) property, resulting in constructive use. The substantial impairment test is applied after consideration of proposed mitigation measures. At a national level, the Federal Highway Administration (FHWA) considers the issue of constructive use very carefully; substantial impairment is a strict standard and constructive use is rarely found.”

This Attachment analyzes the potential for the SR-91 CIP Build Alternatives to result in the constructive use of following Section 4(f) properties:

- Chino Hills State Park
- Santa Ana River Trail/Bike Lane
- Featherly Regional Park
- Orange County Park (National Natural Landmark) [New OC Park (NNL)]
- El Cerrito Sports Park
- Griffin Park

This Attachment specifically considers the potential for the SR-91 CIP Build Alternatives to result in constructive use of these Section 4(f) properties for visual and aesthetics, access, ecological impacts, noise, and air quality. The information in this section is summarized from Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and Mitigation Measures, in the EIR/EIS.

In summary, the detailed analyses described in Table F-1 did not identify any proximity impacts resulting from the SR-91 CIP Build Alternatives that would be so severe that they would substantially impair the activities, features, or attributes that qualify those properties for protection under Section 4(f), resulting in a constructive use. The proximity impacts of the SR-91 CIP Build Alternatives in the vicinity of properties that qualify for protection under Section 4(f) described in Table F-1 would not meaningfully reduce or remove the values of those resources in terms of their

Section 4(f) significance. Therefore, the SR-91 CIP Build Alternatives were determined not to result in constructive use of any properties protected under Section 4(f).

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
<p>Chino Hills State Park</p> <p>The activities, features, and attributes that qualify CHSP for protection under Section 4(f) are:</p> <ul style="list-style-type: none"> • Activities including camping and approximately 60 mi of trails for hiking, biking, and equestrian uses. • The wide range of natural resources in the park • Connections to other open space and wilderness areas for wildlife • The overall experience and enjoyment associated with such a large area of open space in an urbanized area. • A ranch house, barn, windmills, watering troughs, on-site parking, picnic areas, equestrian staging area, pipe corrals, water spigots, and restrooms. 	<p>Visual and Aesthetics: As discussed in Section 3.7, Visual/Aesthetics, the majority of the improvements (including the widened freeway mainline, new/modified ramps, overcrossings and bridges, concrete barriers, retaining walls, sound walls, and landscaping) provided by Alternatives 1 and 2 will be visible along the project segments of SR-91 and I-15. Viewers on the north and south sides of SR-91 in CHSP will have views of these improvements.</p> <p>There is a trail in CHSP in the vicinity of the Green River Road westbound off-ramp. Users of that trail have views of existing SR-91, the construction of the Build Alternatives, and the improvements provided by the Build Alternatives. Some other areas in CHSP are at or above the grade of SR-91 and will also potentially have views of the freeway mainline, ramps, overcrossings, undercrossings, and other infrastructure features. In the long term, the views from the parts of CHSP adjacent to SR-91 will include views of the wider mainline cross section and the modified ramp, overcrossing, and undercrossing structures. Measures V-1 through V-4 (in Section 3.7) and PR-2 (in Section 3.1, Land Use) will substantially address the visual effects of the Build Alternatives, including effects at CHSP. Those measures include aesthetic treatments on structures, highway planting, and light, glare, and graffiti control.</p> <p>Access: Vehicular access to CHSP is currently available at the park entrances at Rimcrest Drive and Bane Canyon Road on the north side of CHSP, well outside the SR-91 project study area. Pedestrians and bicyclists can access CHSP at those entrances and several trailheads leading to trails in the park, including a trailhead in CHSP off Prado Road just north of Green River Road. That unpaved trail extends east and north from the trailhead, along a maintenance road, into CHSP. There is currently no vehicle parking on Prado Road or Green River Road in the vicinity of this trailhead.</p>	<p>In summary, the Build Alternatives will not result in short-or long-term visual and aesthetics effects on CHSP so severe that they would substantially impair the activities, features, or attributes that qualify CHSP for protection under Section 4(f).</p> <p>In summary, the Build Alternatives will not result in short-or long-term effects on vehicular and pedestrian access to CHSP so severe that they would substantially impair the activities, features, or attributes that qualify CHSP for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
	<p>The Build Alternatives will not affect the vehicular access to CHSP on the north side of CHSP and will not affect the trail or the trailhead in the vicinity of Green River Road. The Build Alternatives include improvements at the trailhead and the provision of approximately 30 vehicle parking spaces near the trailhead. Measure PR 1 (in Section 3.1) will improve trail connectivity in this area.</p> <p>Ecological Impacts: As discussed in Section 3.17, Natural Communities, the areas in CHSP adjacent to SR-91 include chaparral, coastal sage scrub (CSS), nonnative grasslands, and ruderal/ornamental plant materials. The Build Alternatives will require the use of 2.0 ac in CHSP for 7 TCEs during construction. When the areas used for those TCEs are no longer needed for project construction, they will be revegetated using plant species identified in consultation with State Parks and restored to a condition as good as or better than before those areas were used for TCEs.</p> <p>Although the project construction activities and continued operation of SR-91 adjacent to CHSP could result in adverse impacts related to invasive species in the parts of CHSP adjacent to SR-91, measure IS-1 (in Section 3.22, Invasive Species) is included in the project to minimize that potential impact.</p> <p>Noise: There are limited user amenities or noise sensitive receptors in the parts of CHSP adjacent to SR-91. Project-related construction noise is addressed by Measures N-2 and N-3 (in Section 3.15, Noise). In addition, Measure PR 3 (in Section 3.1) limits construction hours in Coal Canyon.</p> <p>Noise levels in this area will not be appreciably affected by the operation of the Build Alternatives, and very few park patrons are expected to be exposed to those forecasted increases in noise levels. Also, RCTC will develop a stand-alone project to construct barriers on the south and north sides of SR-91 to shield headlight glare and freeway noise at Coal Canyon.</p>	<p></p> <p>In summary, the Build Alternatives will not result in short- or long-term effects on plant communities at CHSP so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p> <p>In summary, the Build Alternatives will not result in short-or long-term noise impacts at CHSP so severe that they would substantially impair the activities, features, or attributes that qualify CHSP for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
	<p>Air Quality: As discussed in Section 3.14, Air Quality, construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of CHSP, including equipment emissions and dust. Measures SC-1 through SC-5 (in Section 3.14), which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on CHSP.</p> <p>In the long term as discussed in Section 3.14, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse air quality impacts at CHSP.</p>	<p>In summary, the Build Alternatives would not result in short- or long-term air quality impacts at CHSP so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>
	<p>Other: State Parks identified a concern regarding the potential for fires on the freeway, which result from vehicle fires or cigarettes thrown from vehicles, spreading into CHSP. Measure UES 4 (in Section 3.5, Utilities/Emergency Services) specifically addresses the potential risk of fires spreading from the freeway right-of-way into CHSP through the provision of barriers along SR-91 adjacent to CHSP. Measures NC-4 (in Section 3.17) and UES-3 (in Section 3.5) specifically focus on construction-related fire prevention activities during the active fire season.</p>	<p>In summary, the Build Alternatives would not result in short- or long-term fire risks at CHSP so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
<p>Santa Ana River Trail/Bike Lane</p> <p>The activities, features, and attributes that qualify the Santa Ana River Trail/Bike Lane for protection under Section 4(f) are:</p> <ul style="list-style-type: none"> • Its length and route, which extends from western Riverside County into and south across much of Orange County, predominantly along the Santa Ana River • It is an off-street trail/bike lane in a dedicated right-of-way • Views of natural and developed areas along the Trail/Bike Lane alignment • The access the Trail/Bike Lane provides to other recreational facilities, including parks and other trails 	<p>Visual and Aesthetics: Users of the Santa Ana River Trail/Bike Lane currently have views of the SR-91 mainline, overpasses, ramps, and other infrastructure features. Some Trail/Bike Lane users may see construction activities along SR-91 during construction of the Build Alternatives. However, because Trail/Bike Lane users are transient, they will see views of short-term construction and the project facilities in the long-term for short periods of time as they travel through the area. Measures V-1, V-2, and V-4 (in Section 3.7) will provide aesthetic treatments on project structures, highway planting, and light, glare, and graffiti control, which will improve views for the Trail/Bike Lane users in the vicinity of the project segment of SR-91.</p>	<p>In summary, the Build Alternatives will not result in short- or long-term visual and aesthetic effects on Santa Ana River Trail/Bike Lane so severe that they would substantially impair the activities, features, or attributes that qualify the Trail/Bike Lane for protection under Section 4(f).</p>
	<p>Access: The Santa Ana River Trail/Bike Lane can be accessed by pedestrians and bicyclists at a large number of locations along its alignment. During construction, the Build Alternatives will potentially result in temporary closures of segments of the Trail/Bike Lane for limited periods of time (hours, days). Detours will be provided to ensure the continuity of the Trail/Bike Lane during construction. Measure T-1 (in Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities) includes coordination of such closures with the appropriate agency and provision of signing before each detour to inform Trail/Bike Lane users of the temporary detours.</p> <p>An approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane will be permanently relocated to the north by the Build Alternatives, which will provide for continuity of the Trail/Bike Lane in that area in the long term.</p>	<p>In summary, the Build Alternatives will not result in short- or long-term effects on access to the Santa Ana River Trail/Bike Lane so severe that they would substantially impair the activities, features, or attributes that qualify the Trail/Bike Lane for protection under Section 4(f).</p>
	<p>Ecological Impacts: In the vicinity of the project, the Santa Ana River Trail/Bike Lane is a paved facility and is not vegetated. The Build Alternatives will result in the relocation of an approximately 200 ft long segment of the Trail/Bike Lane into the right-of-way for Green River Road. Because the Trail/Bike Lane will be relocated to within an existing road, it will not impact plant communities.</p>	<p>In summary, the Build Alternatives will not result in short- or long-term effects on plant communities at the Santa Ana River Trail/Bike Lane so severe that they would substantially impair the activities, features, or attributes</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
	<p>The construction activities adjacent to the Santa Ana River Trail/Bike Lane and the continued operation of SR-91 adjacent to the Trail/Bike Lane could result in adverse impacts related to invasive species in the areas around the Trail/Bike Lane. Measure IS-1 (in Section 3.22) is included in the project to address the potential for invasive species along the Santa Ana River Trail/Bike Lane as a result of the Build Alternatives.</p>	<p>that qualify this Trail/Bike Lane for protection under Section 4(f).</p>
	<p>Noise: Some segments of the Santa Ana River Trail/Bike Lane are close to SR-91 and currently hear noise generated on that facility. Trail/Bike Lane users will experience construction-related noise as they pass active construction areas. However, construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. In addition, Trail/Bike Lane users are transient and will be on segments of the Trail/Bike Lane adjacent to active construction areas for only short periods of time. Measures N-2 and N-3 (in Section 3.15) will address construction noise.</p> <p>The existing Trail/Bike Lane is within or very close to the right-of-way for SR-91. Trail/Bike Lane users along that segment of SR-91 currently experience freeway traffic noise. As discussed in Section 3.15, future noise levels in this area under the Build Alternatives are not forecast to noticeably increase from existing conditions. In addition, as noted above, Trail/Bike Lane users are transient and will be on the segments of the Trail/Bike Lane adjacent to SR-91 for only short periods of time. Therefore, Trail/Bike Lane users will not be adversely affected by operations noise under the Build Alternatives in the long term.</p>	<p>In summary, the Build Alternatives will not result in short-or long-term noise impacts at the Santa Ana River Trail/Bike Lane so severe that they would substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).</p>
	<p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of the Santa Ana River Trail/Bike Lane, including equipment emissions</p>	<p>In summary, the Build Alternatives would not result in short- or long-term air quality impacts at the Santa Ana</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
	<p>and dust. Measures SC-1 through SC-5 (in Section 3.14), which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on the Santa Ana River Trail/Bike Lane.</p> <p>As discussed in Section 3.14, in the long term the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality at the Santa Ana River Trail/Bike Lane.</p>	<p>River Trail/Bike Lane so severe that they would substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).</p>
Featherly Regional Park		
<p>The activities, features, and attributes that qualify Featherly Regional Park for protection under Section 4(f) are:</p> <ul style="list-style-type: none"> • Activities including camping, picnics, and biking and walking along the Santa Ana River Trail/Bike Lane • Day use activities in proximity to a large number of users in the developed parts of northeast Orange County • The ability to use the Santa Ana River Trail/Bike Lane to access other area resources • Riparian vegetation and wildlife along the Santa Ana River 	<p>Visual and Aesthetics: Featherly Regional Park is adjacent to the north side of SR-91. There is a substantial change in grade from the freeway to the park, with most of the park at a substantially lower grade than the freeway. In addition, the interchange ramps for the SR-241/SR-91 interchange are immediately adjacent to and above Featherly Regional Park and are visible from many areas in the park. Because SR-91 is above the grade of the park, it is unlikely that park visitors will notice any substantial change in views of that area during either construction or operation of the Build Alternatives.</p> <p>Access: Vehicular access to Featherly Regional Park is currently available via Gypsum Canyon Road. Pedestrians and bicyclists can access the park at the main entrance on Gypsum Canyon Road or via the Santa Ana River Trail/Bike Lane.</p> <p>During construction, the ramps to/from SR-91 at Gypsum Canyon Road may be closed temporarily and/or the number of lanes on SR-91 and/or the Gypsum Canyon Road ramps may be reduced temporarily, which could result in delays or longer travel times for visitors traveling to/from Featherly Regional Park. However, alternative access will be</p>	<p>In summary, the Build Alternatives will not result in short- or long-term visual and aesthetics effects on Featherly Regional Park so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p> <p>In summary, the Build Alternatives will not result in short- or long-term effects on access to Featherly Regional Park so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
<ul style="list-style-type: none"> On-site parking, a visitor center, park benches, picnic tables, campsites, restrooms, and the Santa Ana River Trail/Bike Lane 	<p>available by exiting SR-91 at Weir Canyon Road, traveling north on Weir Canyon Road to La Palma Avenue, traveling east on La Palma Avenue to Gypsum Canyon Road, and then traveling south on Gypsum Canyon Road to the park entrance.</p> <p>Featherly Regional Park is also accessible from the Santa Ana River Trail/Bike Lane. As described earlier, there may be temporary detours on the Santa Ana River Trail/Bike Lane during construction, but park visitors would still be able to access Featherly Regional Park from the Trail/Bike Lane. Measure T-1 (in Section 3.6) includes coordination of freeway ramp closures and temporary Trail/Bike Lane detours with the appropriate agencies and provision of signing before each closure/detour to inform travelers destined to/from Featherly Regional Park of the ramp closures and temporary detours on the Trail/Bike Lane.</p> <p>In the long-term, the Build Alternatives will not impact access to Featherly Regional Park.</p> <p>Ecological Impacts: The areas in Featherly Regional Park adjacent to SR-91 include riparian forest, CSS, and nonnative grasslands. The Build Alternatives will require the use of 0.2 ac in Featherly Regional Park for three TCEs during construction. When the areas used for those TCEs are no longer needed for project construction, they will be revegetated using plant species identified in consultation with the County of Orange and restored to a condition as good as or better than before those areas were used for TCEs.</p> <p>Although construction activities and continued operation of SR-91 adjacent to the park could result in adverse impacts related to invasive species, measure IS-1 (in Section 3.22) is included in the project to minimize that potential impact.</p>	<p>In summary, the Build Alternatives will not result in short- or long-term effects on plant communities at Featherly Regional Park so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
	<p>Noise: Featherly Regional Park is adjacent to SR-91, and park visitors currently hear noise generated on that facility. During the construction of Alternatives 1 and 2, park visitors will experience construction-related noise. However, construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. Measures N-2 and N-3 (in Section 3.15) will address project-related construction noise at Featherly Regional Park.</p> <p>Because the Park is immediately adjacent to SR-91, visitors currently experience freeway traffic noise. Future noise levels in this area under the Build Alternatives are not forecast to increase noticeably from existing conditions. As shown on Table 3.15.13 in Section 3.15, projected traffic noise levels on the north side of SR-91 adjacent to Featherly Regional Park will increase by 1 dBA with the Build Alternatives, compared to the existing and future No Build conditions. That level of change will not be perceptible to most park visitors. As a result, the change in noise levels at Featherly Regional Park will not result in long-term noise impacts at this park.</p> <p>Air Quality: Construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of Featherly Regional Park including equipment emissions and dust. Measures SC-1 through SC-5 (in Section 3.14), which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on Featherly Regional Park.</p> <p>In the long term as discussed in Section 3.14, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality at Featherly Regional Park.</p>	<p>In summary, the Build Alternatives will not result in short- or long-term noise impacts at Featherly Regional Park so severe that they would substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).</p> <p>In summary, the Build Alternatives would not result in short- or long-term air quality impacts at Featherly Regional Park so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
<p>New OC Park (NNL)</p> <p>The New OC Park (NNL) is currently undeveloped and is open to the public on a limited basis for guided tours. It is not known at this time what recreation uses and facilities would be provided at that park in the future. It is anticipated that the recreation uses would include trails, interpretive signing, and other passive recreation activities.</p>	<p>Visual and Aesthetics: Public access to the New OC Park (NNL) is currently very limited. It is possible viewers in this park could see construction equipment and activities in the freeway right-of-way during construction of Alternatives 1 and 2.</p> <p>In the long term, the views from the parts of this park adjacent to SR-91 will include the wider mainline cross section and modified ramp, overcrossing, and undercrossing structures. However, those views will not be substantially different from existing views of the freeway facilities from those areas. Measures V-1 through V-4 (in Section 3.7) will partially the visual effects of the Build Alternatives on the New OC Park (NNL).</p>	<p>In summary, the Build Alternatives will not result in short- or long-term aesthetic and visual effects at the New OC Park (NNL) so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>
	<p>Access: Public access to the New OC Park (NNL) is currently very limited and there is no direct access to this park from SR-91. The permanent subsurface easements in the New OC Park (NNL) will result in no changes to the land surface and, because there is no access to the park from SR-91 in that area, the Build Alternatives will not result in changes to or impacts on access to this park in the future.</p>	<p>In summary, the Build Alternatives will not result in effects on access to the New OC Park (NNL) and, therefore, would not substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>
	<p>Ecological Impacts: The areas in the New OC Park (NNL) adjacent to SR-91 include both native and nonnative plant species. The construction of the Build Alternatives will not result in the disturbance of any land in the New OC Park (NNL) because the subsurface easements will not require any construction activities at the surface in this park.</p> <p>Although construction activities in the freeway right-of-way adjacent to the New OC Park (NNL) and continued operation of SR-91 adjacent to the park could result in adverse impacts related to invasive species, measure IS-1 (in Section 3.22) is included in the project to minimize that impact.</p>	<p>In summary, the Build Alternatives will not result in short- or long-term effects on plant communities at the New OC Park (NNL) so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
	<p>Noise: The New OC Park (NNL) is adjacent to SR-91, and noise generated on that existing facility can be heard within the park. Park visitors will experience construction-related noise if the Build Alternatives are under construction at a time when park visitors are in the northern part of the New OC Park (NNL). However, construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. Measures N-2 and N-3 (in Section 3.15) will address construction noise.</p> <p>Future noise levels in this area under the Build Alternatives are not forecast to increase noticeably from existing conditions. No modeling of future noise levels was conducted within the boundary of the New OC Park (NNL). As shown Table 3.15.13 in Section 3.15, projected traffic noise levels on the north side of SR-91 north of the Green River Road off-ramp will increase by 1 dBA with the Build Alternatives compared to the existing and future No Build conditions. That modeled receptor is closer to SR-91 and the off-ramp than the boundary of the New OC Park (NNL), which is on the south side of SR-91. As a result, the change in noise levels at the New OC Park (NNL) is expected to be 1 dBA or less compared to existing and future No Build conditions. Therefore, the Build Alternatives will not result in long-term noise impacts at the New OC Park (NNL).</p>	<p>In summary, the Build Alternatives will not result in short- or long-term noise impacts at the New OC Park (NNL) so severe that they would substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).</p>
	<p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of the New OC Park (NNL), including equipment emissions and dust. Measures SC-1 through SC-5 (in Section 3.14), which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives at the New OC Park (NNL).</p> <p>In the long term as discussed in Section 3.14, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment</p>	<p>In summary, the Build Alternatives would not result in short- or long-term air quality impacts at the New OC Park (NNL) so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
	of the federal CO, PM _{2.5} , and PM ₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality at the New OC Park (NNL).	
El Cerrito Sports Park		
<p>The activities, features, and attributes that qualify El Cerrito Sports Park for protection under Section 4(f) are:</p> <ul style="list-style-type: none"> • A 5,000 square foot community center • Two full-size baseball/softball diamonds • Two Little League baseball/softball diamonds • One T-ball/multi-use field • Two full-size soccer fields • Two basketball courts • Off-street parking, restrooms, landscaping, fencing, sports field lighting, tot lots, and a concession stand. 	<p>Visual and Aesthetics: El Cerrito Sports Park includes a wide range of sport facilities and landscaping. I-15 is visible from within the park. Park visitors will have views of project construction activities and equipment. The segment of I-15 adjacent to the park will be widened in the median of the existing freeway. Park visitors will have views of the widened freeway cross-section in the long term. However, because this is an active sports park and visual quality is not a primary feature or value of the park, the short-term views during construction and the long-term views of the widened freeway will not substantially change the visitor experience at this park.</p> <p>Access: Vehicle access to this park is provided via Rudell Road on the northeast side of the park. Pedestrian access to this park is via Rudell Road and El Cerrito Road. There is no direct access to this park from I-15. The construction and operation of the Build Alternatives will not result in any effects on the local streets that provide access to El Cerrito Sports Park.</p> <p>Ecological Impacts: The areas in El Cerrito Sports Park adjacent to I-15 are currently landscaped as part of the overall landscaping in the park. The Build Alternatives will require the use of 0.19 ac in El Cerrito Sports Park for four TCEs during construction. When the areas used for those TCEs are no longer needed for project construction, they will be revegetated using plant species identified in consultation with the City of Corona and restored to a condition as good as or better than before those areas were used for TCEs.</p>	<p>In summary, the Build Alternatives will not result in visual and aesthetic effects on El Cerrito Sports Park so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p> <p>In summary, the Build Alternatives will not result in effects on access to El Cerrito Sports Park and, therefore, would not substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p> <p>In summary, the Build Alternatives will not result in short- or long-term effects on plant communities at El Cerrito Sports Park so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
	<p>Although construction activities and continued operation of I-15 adjacent to the park could result in adverse impacts related to invasive species, measure IS-1 (in Section 3.22) is included in the project to minimize that impact.</p> <p>Noise: El Cerrito Sports Park is adjacent to I-15, and park visitors currently hear noise generated on that facility. Park visitors will experience construction-related noise. However, construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. Measures N-2 and N-3 (in Section 3.15) will address project-related construction noise at El Cerrito Sports Park.</p> <p>Because the park is immediately adjacent to I-15, visitors currently experience freeway traffic noise. Future noise levels in this area under the Build Alternatives are not forecast to increase noticeably from existing conditions and, therefore, park visitors will not be adversely affected by facility operations noise under the Build Alternatives in the long term.</p> <p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of El Cerrito Sports Park, including equipment emissions and dust. Measures SC-1 through SC-5, which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on El Cerrito Sports Park.</p> <p>In the long term as discussed in Section 3.14, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality at El Cerrito Sports Park.</p>	<p>In summary, the Build Alternatives will not result in short-or long-term noise impacts at El Cerrito Sports Park so severe that they would substantially impair the activities, features, or attributes that qualify this resource for protection under Section 4(f).</p> <p>In summary, the Build Alternatives would not result in short- or long-term air quality impacts at El Cerrito Sports Park so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
Griffin Park		
<p>The activities, features, and attributes that qualify Griffin Park for protection under Section 4(f) are:</p> <ul style="list-style-type: none"> • A play area • Paved paths • Picnicking on grassy areas and other passive recreation activities • Community park readily accessible to area residents • On-site parking and benches 	<p>Visual and Aesthetics: Griffin Park is slightly above the grade of SR-91 and visitors to the park currently have views of SR-91. During construction, viewers in Griffin Park will see construction equipment and activities along SR-91. In the long term, views from Griffin Park will include the wider mainline cross-section on SR-91. Measures V-1 through V-4 (in Section 3.7) will provide aesthetic treatments on structures, highway planting, and light, glare, and graffiti control.</p>	<p>In summary, the Build Alternatives will not result in visual and aesthetics effects at Griffin Park and, therefore, would not substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>
	<p>Access: Vehicular and pedestrian access to Griffin Park is currently available via local streets, including Griffin Way, Bristol Way, and Hillsborough Way. There is no direct access to this park from SR-91. The construction and operation of the Build Alternatives will not result in any effects on the local streets that provide access to Griffin Park.</p>	<p>In summary, the Build Alternatives will not result in effects on access to Griffin Park and, therefore, would not substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>
	<p>Ecological Impacts: The areas in Griffin Park adjacent to SR-91 include CSS and nonnative landscaping. The Alternative 1 and 2 Ultimate Projects will require the use of 0.47 ac in Griffin Park for one TCE during construction. When the area used for that TCE is no longer needed for project construction, it will be revegetated using plant species identified in consultation with the City of Corona and restored to a condition as good as or better than before it was used for a TCE.</p> <p>Although construction activities and continued operation of SR-91 adjacent to the park could result in adverse impacts related to invasive species, measure IS-1 (in Section 3.22) is included in the project to minimize that impact.</p>	<p>In summary, the Build Alternatives will not result in short- or long-term effects on plant communities at Griffin Park so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>
	<p>Noise: Griffin Park is adjacent to SR-91, and park visitors currently hear noise generated on that facility. Park visitors will experience construction-related noise. However, construction noise is not generally considered a substantial impact because of the temporary</p>	<p>In summary, the Build Alternatives will not result in short-or long-term noise impacts at Griffin Park so severe that they would substantially impair the</p>

Table F-1 Analysis of the Potential for Constructive Uses

Activities, Features, and/or Attributes of the Resource	Assessment of Indirect Impacts	Is There a Constructive Use as a Result of Indirect Impacts on Resource?
	<p>nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. Measures N-2 and N-3 (in Section 3.15) will address construction noise.</p> <p>Because the park is immediately adjacent to SR-91, visitors currently experience freeway traffic noise. Future noise levels in this area under the Build Alternatives are not forecast to increase noticeably from existing conditions and, therefore, park visitors will not be adversely affected by facility operations noise under the Build Alternatives in the long term.</p> <p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of Griffin Park, including equipment emissions and dust. Measures SC-1 through SC-5, which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on Griffin Park.</p> <p>As discussed in Section 3.14, in the long term the Build Alternatives reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality in the vicinity of Griffin Park.</p>	<p>activities, features, or attributes that qualify this resource for protection under Section 4(f).</p> <p>In summary, the Build Alternatives would not result in short- or long-term air quality impacts at Griffin Park so severe that they would substantially impair the activities, features, or attributes that qualify this park for protection under Section 4(f).</p>