

Resources Evaluated Relative to the Requirements of Section 4(f) and 6(f)

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

San Diego Freeway (I-405) Improvement Project From State Route (SR) 73 to Interstate 605 (I-605)

ORANGE AND LOS ANGELES COUNTIES, CALIFORNIA

12-ORA-405 PM 9.3/24.2 / 07-LA-405 PM 0.0/1.2

12-ORA-22 PM R0.7/R3.8 / 12-ORA-22 PM R0.5/R0.7

12-ORA-73 PM R27.2/R27.8 / 12-ORA-605 PM 3.5/R1.6

07-LA-605 PM R0.0/R1.2

EA 0H1000 / PN 1200000180

March 2015



Table of Contents

1.	Introduction	B-1
2.	Description of Proposed Project	B-4
3.	List and Description of Section 4(f) Properties	B-9
4.	Impacts on Section 4(f) Properties.....	B-21
5.	Avoidance Alternatives	B-36
6.	Measures to Minimize Harm	B-38
7.	Coordination	B-42
8.	Least Harm Analysis.....	B-44
9.	Other Parks, Recreational Facilities, Wildlife Refuges, and Historic Properties Evaluated Relative to the Requirements of Section 4(f)	B-45
10.	Letters and Other Correspondence	B-48
11.	Section 6(f) Considerations	B-66
12.	Bibliography	B-67

List of Figures

Figure 1: Project Location Map	B-6
Figure 2: Public Parks and Recreation Facilities within 0.5-Mile of the Proposed Project	B-10
Figure 3: Location of Segerstrom Ranch	B-16
Figure 4: Location of Westminster Lanes	B-17
Figure 5: Location of Leisure World.....	B-18
Figure 6: Location of Pleasant View Park.....	B-23
Figure 7: Location of Buckingham Park.....	B-27
Figure 8: Location of Cascade Park	B-30
Figure 9: Location of Santa Ana River Trail.....	B-32
Figure 10: Location of San Gabriel River Trail.....	B-33

List of Tables

Table 1: Summary of Properties Subject to Section 4(f) Consideration	B-9
Table 2: School Facilities within the Study Area	B-11
Table 3: Parks, Recreational Centers, and Historic Properties within the Study Area.....	B-13
Table 4: Section 4(f) Resources and Potential Impacts by Project Alternative.....	B-22
Table 5: Parks, Recreational Centers, and Historic Properties Subject to Evaluation	B-45

1. Introduction

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (U.S.C.) 327.

Section 4(f) of the federal Department of Transportation Act of 1966 (49 U.S.C. § 303) declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project...requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge or site), only if –

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and Caltrans of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

The proposed project is a transportation project that may receive federal funding and/or discretionary approvals through the U.S. Department of Transportation (i.e., Federal Highway Administration [FHWA]); therefore, documentation of compliance with Section 4(f) is required.

The FHWA Section 4(f) Checklist, *Attachment B – Park, Recreational Facilities, Wildlife Refuges, and Historic Properties Evaluated Relative to the Requirements of Section 4(f)*, revised September 2003, represents their recommended “best practices” for compliance with Section 4(f) requirements¹. Attachment B indicates that all archaeological and historical sites within the Section 106 Area of Potential Effects (APE) and all public parks, recreational facilities, and

¹ Federal Highway Administration. 1997 (Revised September 2003). Section 4(f) Checklist.

wildlife refuges within approximately 0.5-mile of any of the project alternatives should be included in the evaluation.

This evaluation identifies the Section 4(f) resources in the Interstate 405 (I-405) Improvement Project study area, describes the nature and extent of the potential effects on these properties, evaluates alternatives that would avoid the use of Section 4(f) resources, and describes measures to minimize harm to the affected resources. Coordination with involved government agencies and a final determination is also included.

Applicable technical reports for this Section 4(f) evaluation are as follows:

- Historic Property Survey Report (HPSR) for the Interstate 405 Improvement Project from State Route (SR)-73 to Interstate (I)-605 in Orange County, California, August 2011.
- Archaeological Survey Report (ASR) for the Interstate 405 Improvement Project from SR-73 to I-605 in Orange County, California, August 2011.

Section 4(f) “Use”

The regulations interpreting Section 4(f) state that “the potential use of land from a Section 4(f) property shall be evaluated as early as practicable in the development of the action when alternatives to the proposed action are under study (23 *Code of Federal Regulations* [CFR] 774.9(a)).” The use of Section 4(f) resources occurs when:

- Land from a Section 4(f) site is permanently incorporated into a transportation facility (i.e. “direct use”);
- There is a temporary occupancy of Section 4(f) land that is adverse in terms of the statute’s preservation purpose (i.e. “temporary use”); or
- When the indirect impacts of the transportation project on the Section 4(f) site, without acquisition of land, are so great that the purposes for which the Section 4(f) site exists are substantially impaired (i.e. “constructive use”).

Direct Use

A direct use of a Section 4(f) resource takes place when property is permanently incorporated into a transportation facility (23 CFR Section 774.17). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed regulatory limits noted below.

Temporary Use

A temporary occupancy of a Section 4(f) resource is considered a “use” when it is adverse in terms of the preservationist purposes of the Section 4(f) statute; however, under FHWA regulations (23 CFR Section 774.13(d)), a temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied.

- The occupancy must be of temporary duration (i.e., shorter than the period of construction of the project) and not involve a change in ownership of the property.
- The scope of the work must be minor, with only minimal changes to the Section 4(f) property.
- There are no direct adverse physical impacts or interference with the protected activities, features, or attributes of the property.
- The property being used must be fully restored to a condition that is at least as good as that which existed prior to the project.
- There must be documented agreement of the appropriate official having jurisdiction over the resource regarding the above conditions.

Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not directly incorporate land from the resource, but the proximity of the project results in impacts (i.e., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., “constructive use”).

De Minimis Impact

A *de minimis* impact to a Section 4(f) resource is a nominal impact that would not be adverse. *De minimis* impacts to historic resources under Section 4(f) would be either no impact to the property or a “no adverse effect” finding under 36 CFR Part 800. For other Section 4(f) protected resources, including publicly owned parks, recreation areas, and wildlife and waterfowl refuges, *de minimis* impacts would be defined as those that do not adversely affect the activities, features, or attributes of the Section 4(f) resource. To reach a *de minimis* impact finding, the official(s) with jurisdiction over the Section 4(f) resource must provide written concurrence that the project would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). The public must be afforded the opportunity to review and comment on the effects of the project on the identified Section 4(f) resource(s).

2. Description of Proposed Project

Project Description

The California Department of Transportation—District 12 (Caltrans), in cooperation with the Orange County Transportation Authority (OCTA), proposes to improve mainline freeway and interchanges on I-405 in Orange and Los Angeles counties. The approximately 16-mile-long project corridor is primarily located in Orange County:

- On I-405 from 0.2-mile south of Bristol Street (12-ORA-405 Postmile (PM) 9.3) to the Orange County/Los Angeles County Line (12-ORA-405 PM 24.2), and
- In Los Angeles County from the County Line (07-LA-405 PM 0.00) to 1.4 miles north of Interstate 605 (I-605) (07-LA-405 PM 1.2).

The following improvements are proposed on SR-22:

- Westbound in Orange County from 0.3-mile west of I-605 (12-ORA-22 PM R0.5) to I-405 (12-ORA-22 PM R0.7), and
- Eastbound in Orange County from I-405 (12-ORA-22 PM R0.7) to 0.2-mile east of the Beach Boulevard Undercrossing (12-ORA-22 PM R3.8).

Improvements on SR-73 will be from the Bear Street Overcrossing (12-ORA-73 PM R27.2) to I-405 (12-ORA-73 PM R27.8).

Improvements on I-605 will be:

- In Orange County from I-405 (12-ORA-605 PM 3.5) to the County Line (12-ORA-605 PM R1.6), and
- In Los Angeles County from the County Line (07-LA-605 PM R0.0) to 0.9-mile north of the Spring Street Overcrossing (07-LA-605 PM R1.2).

Encroachments into Los Angeles County and work on SR-22 are associated with signing and striping to accommodate the transition from the existing to proposed facility.

The proposed project would relieve congestion and improve operational efficiency on I-405 between SR-73 and I-605. Caltrans is the Lead Agency for compliance with the National Environmental Policy Act (NEPA). The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327. OCTA

is the local agency sponsor and a Responsible Agency under NEPA; the United States Army Corps of Engineers (USACE) is a Cooperating Agency under NEPA.

The proposed project is included in the 2008 Regional Transportation Program (RTP) and 2011 Federal Transportation Improvement Program (FTIP) prepared by the Southern California Association of Governments (SCAG) as project ORA030605. The RTP describes the project as follows: “FROM SR-73 TO I-605 ADD 1 MF LANE EACH DIR AND PROVIDE ADDITIONAL CAPITAL IMPROVEMENTS, INCLUDING PROJECTS ORA045, ORA151, ORA120310.” The preliminary engineering and environmental study phase of the project is also included in the 2008 cost-constrained RTP. Potential funding for future final design services, right-of-way (ROW) costs, and construction of the proposed project is anticipated and being sought from several sources, including the State Transportation Improvement Program (STIP) and Orange County’s Renewed Measure M transportation sales tax initiative. Project proponents include FHWA, Caltrans, and OCTA.

Figure 1 shows the project location map and provides the proposed project’s regional (see insert map) and local location. The map identifies a 0.5-mile study area for the proposed action, including portions of SR-73, SR-22, and I-605.

Purpose and Need

The purpose of the proposed action is to:

- Reduce congestion;
- Enhance operations;
- Increase mobility, improve trip reliability, maximize throughput, and optimize operations; and
- Minimize environmental impacts and ROW acquisition.

In furtherance of the project’s purpose, the following objective is established:

- To be consistent with regional plans and find a cost-effective early project solution for delivery.



Figure 1: Project Location Map

Need for the Project

Current deficiencies of I-405 within the project limits are summarized below:

- The I-405 mainline general purpose (GP) lanes peak-period traffic demand exceeds available capacity;
- The I-405 mainline high-occupancy vehicle (HOV) lanes peak-period traffic demand exceeds available capacity;
- The I-405 mainline GP traffic lanes have operational and geometric deficiencies;
- The interchanges along I-405 within the study area have geometric, storage, and operational capacity deficiencies; and
- I-405 currently has limitations in detecting traffic incidents and providing rapid response and clearance due to lack of capacity and technological infrastructure.

Project Alternatives

For the purpose of this evaluation, a No Build Alternative and three build alternatives were considered.

Alternative 1 – Add One GP Lane in Each Direction

Alternative 1 would add a single GP lane in each direction of I-405 from Euclid Street to the I-605 interchange.

Alternative 1 would provide a full standard highway cross section, with 12-foot[ft]-wide mainline travel lanes, as well as 10-ft-wide shoulders on both left (inside) and right (outside) sides in both directions.

Alternative 2 – Add Two GP Lanes in Each Direction

Alternative 2 would add one GP lane in each direction of I-405 from Euclid Street to the I-605 interchange (as in Alternative 1), plus add a second GP lane in the northbound direction from Brookhurst Street to the SR-22/7th Street interchange and a second GP lane in the southbound direction from the Seal Beach Boulevard on-ramp to Brookhurst Street.

Alternative 2 would provide a full standard highway cross section, with 12-ft-wide mainline travel lanes and shoulders on the left and right sides in both directions. Right-side (outside) shoulders would be 10 ft wide, while left-side (inside) shoulders would have a maximum width

of 10 ft with a provision for a widened left shoulder for HOV enforcement areas under consideration.

Alternative 3 –Express Lane Facility (Tolled) and Add One GP Lane in Each Direction

Alternative 3 would add one GP lane in each direction of I-405 from Euclid Street to the I-605 interchange (as in Alternatives 1 and 2), plus add a tolled express lane in each direction of I-405 from SR-73 to I-605. The tolled express lane would be placed beside the existing HOV lane in each direction. The existing HOV lanes and new toll lanes would be managed jointly as an Express Lane Facility with two lanes in each direction.

Alternative 3 would provide a full standard highway cross section, with 12-ft-wide mainline travel lanes and shoulders on the left and right sides in both directions. Right-side (outside) shoulders would be 10 ft wide, while left-side (inside) shoulders would have a maximum width of 10 ft with a provision for a widened left shoulder for enforcement areas under consideration. The joint HOV/toll lane Express Lane Facility would be separated from the GP lanes by a 1- to 4-ft buffer.

No Build (No Action) Alternative

The No Build Alternative provides a “baseline” for comparing impacts associated with the build alternatives because environmental review must consider the effects of not implementing the proposed project. The Project Baseline conditions under the No Build Alternative would provide no additional lanes or interchange improvements to the I-405 corridor. The project area would continue to operate with no additional improvements and would not achieve the project’s stated purpose and need

3. List and Description of Section 4(f) Properties

As recommended in the FHWA Section 4(f) Checklist, resources subject to Section 4(f) consideration include publicly owned lands within 0.5-mile of the project, consisting of a public park/recreation area; public wildlife and waterfowl refuges of national, state, or local significance; or National Register of Historic Places (NRHP)-eligible historic and archaeological sites within the project APE, whether publicly or privately owned. A summary of the number of identified resources is provided in Table 1; detailed discussions of all resources are provided in the sections below.

Type of Property	Geographic Location to Project	Number of Properties Identified
Public Schools	Within 0.5-mile	44
Public Parks and Recreation Areas	Within 0.5-mile	46
Class I Bike Trail	Within 0.5-mile	5
Wildlife and Waterfowl Refuges	Within 0.5-mile	0
NRHP-eligible historic sites	Within the APE	1
NRHP-eligible archaeological sites	Within the APE	0

Source: Parsons, 2010.

Public Parks and Recreation Facilities

Ninety (95) publicly owned lands that contain parks and recreation areas are within 0.5-mile of the project, as shown in Figure 2. Of these 95 properties, 44 are public schools with outdoor playgrounds and other recreation facilities, which are not open to the general public; therefore, they are not subject to Section 4(f) protection and will not be considered a Section 4(f) property for purposes of this evaluation.² Of the remaining 51 properties, 42 are outdoor parks, 4 are recreation centers, and 5 are Class 1 bike trails. Tables 2 and 3 provide a summary of all 95 properties, including the type (i.e., school, recreation center, or park), location, ownership, and types of facilities available at each property, and whether the property is subject to Section 4(f) protection.

The five Class I (off-road) bike trails within 0.5-mile of the project are considered Section 4(f) properties due to their primary recreational function. These bike trails, shown in Figure 2, are located along Seal Beach Boulevard in the community of Rossmoor, Hoover Street in Westminster, around Mile Square Recreation Park, along the Santa Ana River Trail in Costa Mesa/Fountain Valley, and the San Gabriel River Trail on the Los Angeles County and Orange County border.

² According to the *FHWA Section 4(f) Policy Paper*, “when a playground serves only school activities and functions, the playground is not considered subject to 4(f).” Federal Highway Administration. 2005. Federal Highway Administration Section 4(f) Policy Paper. March 1.

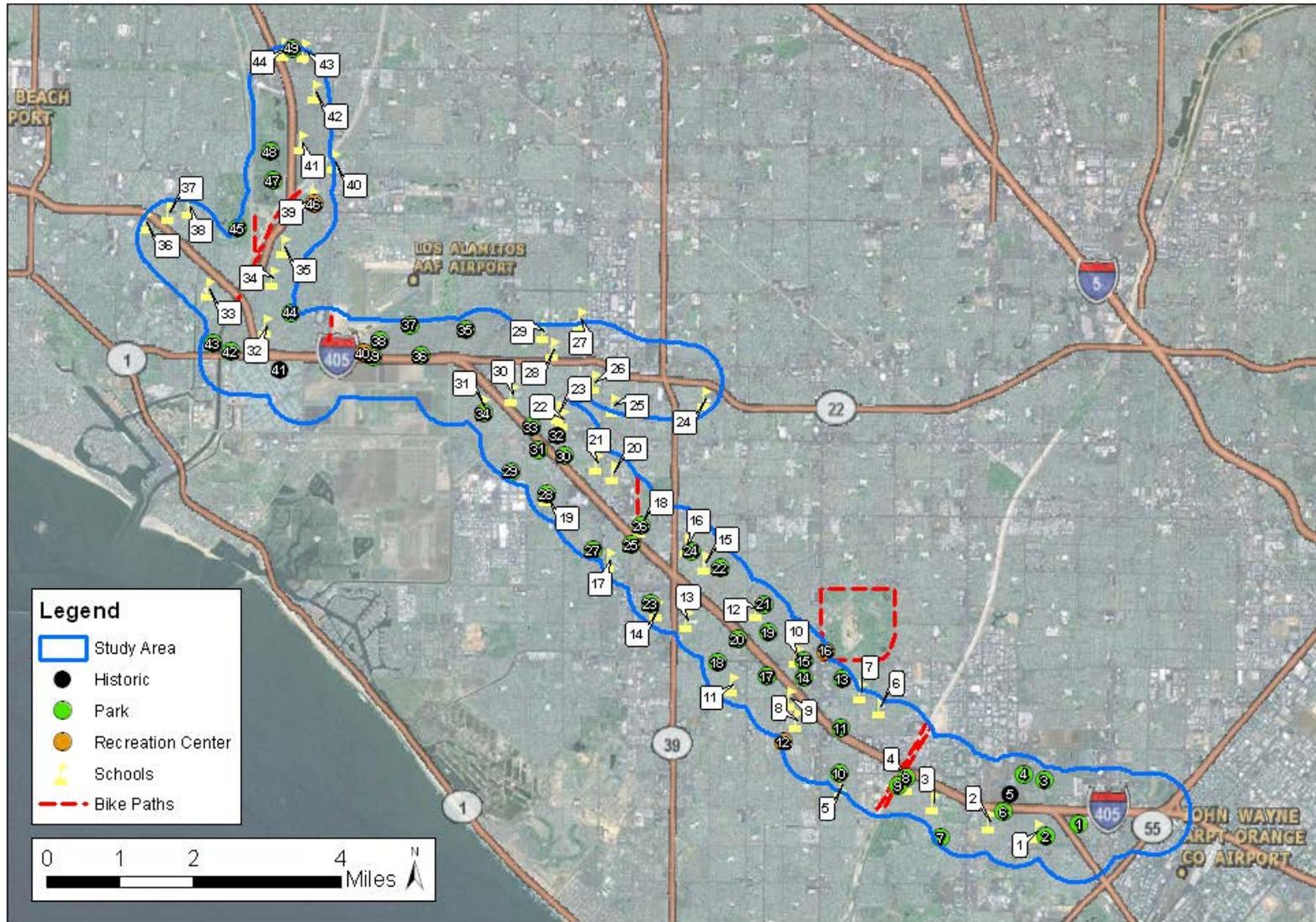


Figure 2: Public Parks and Recreation Facilities within 0.5-Mile of the Proposed Project

Table 2: School Facilities within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Figure 2 Reference Number
Schools					
Paularino Elementary and Preschool	1060 Paularino Avenue	Newport Mesa Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	1
Killybrooke Elementary School	3155 Killybrooke Street	Newport Mesa Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	2
California Elementary School	3232 California Street	Newport Mesa Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	3
Tewinkle Middle School	3324 California Street	Newport Mesa Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	4
Gisler Elementary School	18720 Las Flores Street	Fountain Valley School District	Indoor and/or outdoor recreation areas	No - not open to public*	5
Cox Elementary School	17615 Los Jardines Street	Fountain Valley School District	Indoor and/or outdoor recreation areas	No - not open to public*	6
Masuda Middle School	17415 Los Jardines Street	Fountain Valley School District	Indoor and/or outdoor recreation areas	No - not open to public*	7
Fountain Valley High School	17816 Bushard Street	Huntington Beach Union High School District	Indoor and/or outdoor recreation areas	No - not open to public*	8
Valley Vista Continuation High School	9600 Dolphin Street	Huntington Beach Union High School District	Indoor and/or outdoor recreation areas	No - not open to public*	9
Urbain Plavan Elementary School	9675 Warner Avenue	Fountain Valley School District	Indoor and/or outdoor recreation areas	No - not open to public*	10
Hisamatsu Tamura Elementary School	17340 Santa Suzanne Street	Fountain Valley School District	Indoor and/or outdoor recreation areas	No - not open to public*	11
Vista View Middle School	16250 Hickory Street	Ocean View School District	Indoor and/or outdoor recreation areas	No - not open to public*	12
Westmont Elementary School	8251 Heil Avenue	Ocean View School District	Indoor and/or outdoor recreation areas	No - not open to public*	13
Sun View Elementary School	7721 Juliette Low Drive	Ocean View School District	Indoor and/or outdoor recreation areas	No - not open to public*	14
Star View Middle School	8411 Worthy Drive	Ocean View School District	Indoor and/or outdoor recreation areas	No - not open to public*	15
De Mille Elementary School	15400 Van Buren	Westminster School District	Indoor and/or outdoor recreation areas	No - not open to public*	16
Golden West College	15744 Goldenwest Street	Coast Community College District	Indoor and/or outdoor recreation areas	No - not open to public*	17
Land School	15151 Temple Street	Westminster School District	Indoor and/or outdoor recreation areas	No - not open to public*	18
Clegg School	6311 Larchwood Drive	Westminster School District	Indoor and/or outdoor recreation areas	No - not open to public*	19
Willmore Elementary School	7122 Maple Street	Westminster School District	Indoor and/or outdoor recreation areas	No - not open to public*	20
Westminster High School	14325 Goldenwest Street	Huntington Beach Union High School District	Indoor and/or outdoor recreation areas	No - not open to public*	21
Johnson Middle School	13603 Edwards Street	Westminster School District	Indoor and/or outdoor recreation areas	No - not open to public*	22
Finley Elementary School	13521 Edwards Street	Westminster School District	Indoor and/or outdoor recreation areas	No - not open to public*	23
Meairs Elementary School	8441 Trask Avenue	Garden Grove Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	24
Schmitt Elementary School	7200 Trask Avenue	Garden Grove Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	25

Table 2: School Facilities within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Figure 2 Reference Number
Fryberger Elementary School	6952 Hood Drive	Westminster School District	Indoor and/or outdoor recreation areas	No - not open to public*	26
Pacifica High School	6851 Lampson Avenue	Garden Grove Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	27
Garden Park Elementary School	6562 Stanford Avenue	Garden Grove Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	28
Barker Elementary School	12565 Springdale Street	Garden Grove Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	29
Sequoia Elementary School	5900 Iroquois Road	Westminster School District	Indoor and/or outdoor recreation areas	No - not open to public*	30
Eastwood Elementary School	13552 University Street	Westminster School District	Indoor and/or outdoor recreation areas	No - not open to public*	31
Hopkinson Elementary School	12582 Kensington Road	Los Alamitos Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	32
Tincher Preparatory School	1701 Petaluma Avenue	Long Beach Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	33
Weaver School	11872 Wembley Road	Los Alamitos Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	34
Lee Elementary School	11481 Foster Road	Los Alamitos Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	35
Prisk Elementary School	2375 Fanwood Avenue	Long Beach Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	36
Saint Joseph Elementary School	6200 E Willow Street	National Catholic Educational Association	Indoor and/or outdoor recreation areas	No - not open to public*	37
Emerson Parkside Academy Charter School	2625 Josie Avenue	Long Beach Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	38
Oak Middle School	10821 Oak Street	Los Alamitos Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	39
Los Alamitos High School	3591 Cerritos Avenue	Los Alamitos Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	40
Newcomb Elementary School	3351 Val Verde Avenue	Long Beach Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*c	41
Furgeson Elementary School	22215 Elaine	Artesia, Bloomfield, Carmenita Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	42
Fedde Middle School	21409 S. Elaine	Artesia, Bloomfield, Carmenita Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	43
Aloha Elementary School	11737 E. 214 th Street	Artesia, Bloomfield, Carmenita Unified School District	Indoor and/or outdoor recreation areas	No - not open to public*	44

*According to the FHWA Section 4(f) Policy Paper, "when a playground serves only school activities and functions, the playground is not considered subject to 4(f)" (FHWA 2005).
 Source: Parsons, 2010.

Table 3: Parks, Recreational Centers, and Historic Properties within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Figure 2 Reference Number
Parks					
Shiffer Park	3143 Bear Street	City of Costa Mesa	6.7 acres; shelter, restrooms, picnic tables, barbecues, playgrounds	Yes	1
Paularino Park	1040 Paularino Place	City of Costa Mesa	2.3 acres; shelter, picnic tables, playground	Yes	2
Wakeham Park	3400 Smalley Road	City of Costa Mesa	10 acres; shelters, restrooms, picnic tables, barbecues, playground, exercise area, volleyball court, basketball court	Yes	3
Wimbledon Park	3440 Wimbledon Way	City of Costa Mesa	3.4 acres; picnic tables, playgrounds, exercise area	Yes	4
Gisler Park	1250 Gisler Avenue	City of Costa Mesa	4.1 acres; shelter, picnic tables, barbecues, playground, volleyball court	Yes	6
Smallwood Park	1646 Corsica Avenue	City of Costa Mesa	3.4 acres; restroom, picnic tables, playgrounds, softball field	Yes	7
Moon Park	3377 California Street	City of Costa Mesa	1.7 acres; picnic tables, playgrounds	Yes	8
Suburbia Park	3302 Alabama Circle	City of Costa Mesa	0.6-acre; open field	Yes	9
Ellis Park	10301 Ellis Avenue	City of Fountain Valley	3 acres; playground, picnic tables, benches, barbeques, basketball court, volleyball court, tennis court	Yes	10
Los Alamos Park	17901 Los Alamos Street	City of Fountain Valley	4.02 acres; playground, picnic tables, benches, barbeques, basketball court, restroom	Yes	11
Colony Park	10252 Cinco de Mayo	City of Fountain Valley	0.68-acre; playground, picnic tables	Yes	13
La Capilla Park	9720 La Capilla Avenue	City of Fountain Valley	2.37 acres; playground, benches	Yes	14
Plavan Park	9745 Warner Avenue	City of Fountain Valley	2.06 acres; playground, picnic tables, benches, barbeques	Yes	15
McDowell Park	17200 Oak Street	City of Fountain Valley	1-acre; playground, picnic tables, benches, barbeque, shade structure	Yes	17
Westmont Park	Between El Rancho Avenue and La Fiesta Avenue	City of Fountain Valley	11.39 acres; playground, picnic tables, benches	Yes	18
Nieblas Park	9300 Gardenia Street	City of Fountain Valley	1-acre; playground, picnic tables, benches, shade structure	Yes	19
Pleasant View Park	16692 Landau Lane	City of Huntington Beach	2 acres; jungle gym, playground with swings, paved walking path	Yes	20
Vista View Park	9235 Honeysuckle Avenue	City of Fountain Valley	3.03 acres; playground, picnic tables, benches, barbeques	Yes	21
Russel C. Paris Park	8600 Palos Verdes Avenue	City of Westminster	11.9 acres; barbecues, play area, picnic tables, open fields	Yes	22
Sun View Park	16193 Sher Lane	City of Huntington Beach	2.5 acres; playground, playfields, benches	Yes	23

Table 3: Parks, Recreational Centers, and Historic Properties within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Figure 2 Reference Number
Park West Park	8301 McFadden Avenue	City of Westminster	5 acres; activity building, barbeques, play area, picnic tables, softball fields	Yes	24
College Park	15422 Vermont Street	City of Westminster	3.9 acres; barbeques, play area, picnic tables, open fields	Yes	25
Land Park	15151 Temple Street	City of Westminster	3.5 acres; barbeques, play area, picnic tables, open fields	Yes	26
Greer Park	6900 McFadden Avenue	City of Huntington Beach	15 acres	Yes	27
Clegg-Stacey Park	6311 Larchwood Drive	City of Huntington Beach	3 acres; playground, soccer fields	Yes	28
Franklin Park	14422 Hammon Lane	City of Huntington Beach	2 acres; playground, playfield, picnic tables	Yes	29
Buckingham Park	6502 Homer Street	City of Westminster	5 acres; softball fields, play area, restrooms, benches	Yes	30
Cascade Park	14100 Cascade Street	City of Westminster	2 acres; barbeques, play area, picnic tables	Yes	31
Indian Village Park	6060 Hefley Street	City of Westminster	1.5 acres; play area, picnic tables, restrooms	Yes	33
Bolsa Chica Park	13660 University Street	City of Westminster	4.9 acres; activity building, barbeques and picnic tables, basketball courts, play area, restrooms	Yes	34
Westgrove Park	5372 Cerulean Avenue	City of Garden Grove	6.6 acres; play area, open field space, restrooms, basketball courts	Yes	35
Almond Park	4600 Almond Avenue	City of Seal Beach	1.5 acres; tot lot, playfield, basketball courts, picnic tables	Yes	36
Heather Park	Heather and Lampson	City of Seal Beach	1.6 acres; tot lot, tennis courts, play field, benches and picnic tables	Yes	37
Aster Park	Aster and Candleberry	City of Seal Beach	0.6-acre; open fields	Yes	38
Blue Bell Park	Almond and Bluebell	City of Seal Beach	1.3 acres; tot lot, mini soccer field, basketball courts, picnic tables	Yes	39
Edison Park and Gardens	99 College Drive	City of Seal Beach	25.9 acres; tot lot, basketball courts, picnic tables, softball fields, volleyball courts, community garden	Yes	42
College Estates Park	808 Steely Avenue	City of Long Beach	2.3 acres; basketball court, community center, playground, tennis court, volleyball court, picnic area, restroom, playfields	Yes	43
Rush Park	3021 Blume Drive	County of Los Angeles	8.2 acres; tot lot, play field	Yes	44
El Dorado West Regional Park	2800 Studebaker Road	City of Long Beach	312.4 acres, golf course, baseball/softball field, basketball court, community center, picnic areas, playground, roller hockey court, skate park, soccer fields, restrooms, tennis court, volleyball court	Yes	45

Table 3: Parks, Recreational Centers, and Historic Properties within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Figure 2 Reference Number
El Dorado Nature Center	7550 E. Spring Street	City of Long Beach	11 acres, trails, nature center	Yes	47
El Dorado East Regional Park	7550 E. Spring Street	City of Long Beach	388.2 acres; playground, archery range, barbeque, bicycle trails, campground, fishing lake, physical fitness course, picnic area, picnic shelter	Yes	48
Bloomfield Park	21420 Pioneer Boulevard	City of Lakewood	15 acres; meeting room with kitchen, athletic fields (lighted), game courts (lighted), picnic shelter with barbecue, tot lot playground, school-age playground, wading pool (seasonal), rentals	Yes	49
Recreation Centers					
Senior Community Center	17967 Bushard Street	City of Fountain Valley	Meeting spaces	Yes	12
Mile Square Recreation Center	Euclid and Warner	City of Fountain Valley	9-hole golf course, park and recreation center	Yes	16
Seal Beach Tennis Center	3900 Lampson Avenue	City of Seal Beach	16 tennis courts, locker rooms, café, clubhouse, pro-shop	Yes	40
Los Alamitos Community Center	10911 Oak Street	City of Seal Beach	Indoor and/or outdoor recreation areas	Yes	46
Historic Properties					
The Segerstrom House	3315 Fairview Road	Private	Ranch	Yes	5
Source: Parsons, 2011.					

Wildlife and Waterfowl Refuges

There are no wildlife and waterfowl refuges within 0.5-mile of the project area (CDFG 2010). The nearest refuges are the Seal Beach National Wildlife Refuge, located approximately 2.4 miles to the south, and the Bolsa Chica Ecological Reserve, located approximately 3.1 miles to the south. Due to their distance from the project, these refuges are not subject to Section 4(f) evaluation.

Historic Properties

One study that evaluated historic resources in the vicinity of the project has been prepared. The *Historic Property Survey Report/Historic Resources Evaluation Report* was prepared in August 2011. The results of this study identified three historic resources eligible for listing on the NRHP within the study area that may be affected by the project. These resources are shown in Figures 3, 4,

and 5; potential use of historic properties under Section 4(f) will be addressed in Section 4 of this document.

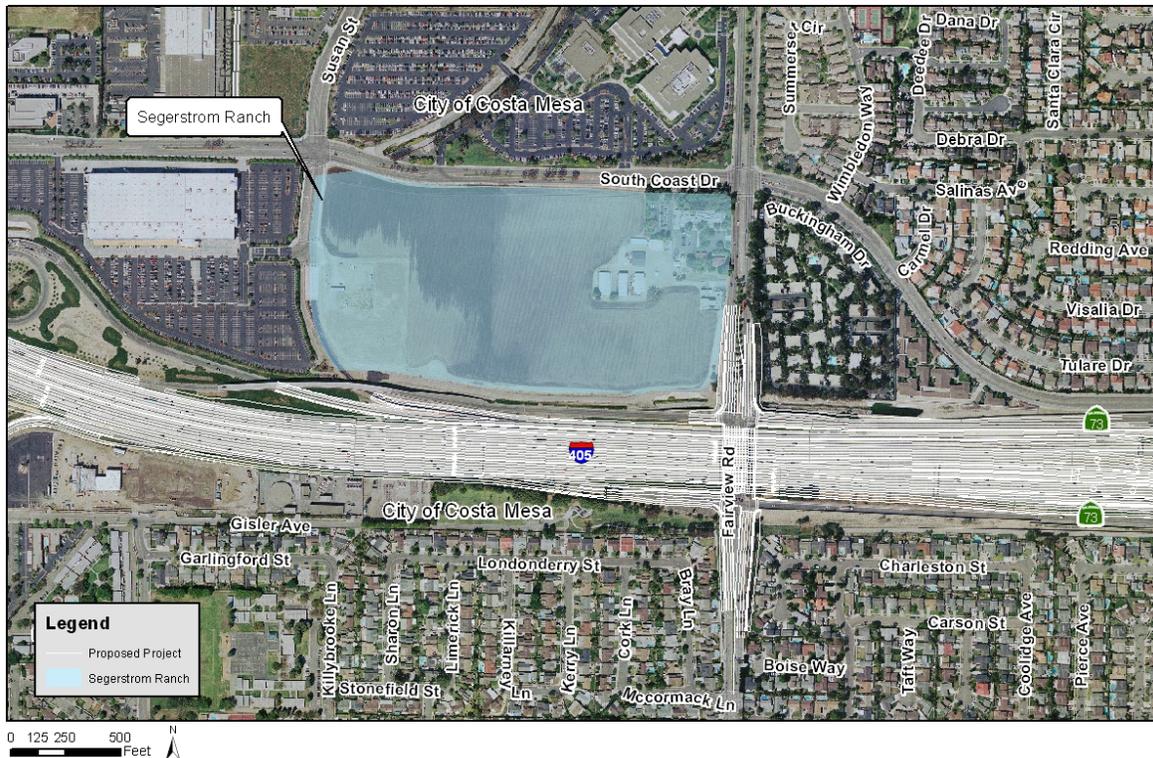


Figure 3: Location of Segerstrom Ranch

The Segerstrom House and Barn

The Segerstrom House and Barn are located at 3315 Fairview Road in the city of Costa Mesa. At the height of agricultural activity in the vicinity of the complex, the Segerstrom family owned as much as 40,000 acres of lima bean fields. There continues to be active farming of lima bean fields located on the complex, although most of the original acreage has been redeveloped with commercial buildings such as the South Coast Plaza shopping mall. The Segerstrom House is 1.5 stories and is designed in the Craftsman style. It was completed in 1915. There is also a barn (1928) that is located next to the Segerstrom House and is a square in plan and is a Western style consisting of wood frame construction. A guesthouse (1915) and garage (1915) also reside on the ranch site. As documented in the HPSR,³ according to the City of Costa Mesa the complex has been “determined to appear eligible for listing” in the NRHP. On October 20, 2011, the SHPO concurred that the Segerstrom House is eligible under Criterion C as an excellent intact example

³ *Historic Property Survey Report for the Interstate 405 Improvement Project from State Route (SR)-73 to Interstate (I)-605 in Orange County, California, August 2011.*

of Craftsman styling and design in Costa Mesa; however, the eligibility under Criterion A was indeterminate. The SHPO suggested moving forward given Caltrans’ finding of no historic properties affected for the project.

Westminster Lanes

Westminster Lanes is located at 6471 Westminster Avenue in the city of Westminster. The study determined that the bowling alley is eligible for listing on the NRHP and the California Register of Historical Resources (CRHR) because it represents a unique element from the period of rapid suburban growth in the 1940s and 1950s in Orange County. Westminster Lanes was the first bowling alley in Westminster and remains the only bowling alley in this city. The building is a low-style example of a Mid-Century Modern bowling alley, with minimal detailing that is often associated with bowling alleys from this time period in southern California (i.e., whimsical signage, landscaping, and/or lighting). The building appeared eligible for listing due to its preserved architectural features representing its era of construction. On October 20, 2011, the SHPO responded that they did not have enough information at this time to concur or disagree on the eligibility of the property, and given that Caltrans has made a finding of no historic properties affected, suggested moving forward, leaving the eligibility of this property indeterminate.



Figure 4: Location of Westminster Lanes

Leisure World

Leisure World is a mixed-use retirement housing development located in the city of Seal Beach. The development was analyzed as a historic district and as such was deemed eligible for listing on the NRHP and the CRHR. The development is bounded to the west by the San Gabriel River, to the south by Westminster Avenue, to the east by Seal Beach Boulevard, and to the north by I-405. Seventeen (17) parcels of multi-family homes within the northern portion of the development adjacent to I-405 were located within the indirect APE and within the Section 4(f) study area. The district was found to be eligible for the NRHP due to its association with the prominent developer, Ross Cortese, who completed the project in 1963, and because it was the first successful suburban development catering only to senior citizens. On October 20, 2011, the SHPO responded that they did not have enough information at this time to either concur or disagree on the eligibility of this property, and given that Caltrans is making a finding of no historic properties affected for this undertaking, suggested moving forward, leaving the eligibility of this property indeterminate.



Figure 5: Location of Leisure World

Archaeological Sites

The *Archaeological Survey Report (ASR)* was prepared in August 2011 and included the analysis of archaeological potential for surface and buried prehistoric and historic-era archaeological resources within the project study area. Discussion of three previously recorded archaeological sites found within the direct APE can be found below in this section; however, none met the eligibility criteria required to be considered a Section 4(f) resource.

The results of a records and literature search and field investigation indicates three previously recorded archaeological sites within the direct APE: CA-ORA-1352, CA-ORA-113, and CA-ORA-162.

CA-ORA-1352 was originally recorded as a site because of the presence of seashell on the ground surface. A subsequent subsurface test for archaeological deposits produced negative results. The paleontological report prepared as a background study for this project indicated that this area contains naturally occurring seashell that has been redeposited to serve as fill material for I-405; therefore, this information indicates that this site was mistakenly recorded as an archaeological resource.

In the 1960s, two prehistoric midden sites, CA-ORA-113 and CA-ORA-162, were identified in the project area to contain artifacts and shellfish remains. In the interim, site updates between the time they were first recorded and revisited recently considered them destroyed based on the development of the area and lack of evidence of surface deposits. Based on research, site investigations, geomorphology, and previous findings, there is little to no potential for intact significant portions of the sites remaining below the fill material or, at the very least, the integrity has been completely compromised. Additionally, the construction planned within the site areas does not propose to disturb intact native sediments below the fill.

FHWA has determined that archaeological sites eligible for the NRHP under Criterion D (i.e., “ability to yield information important to history or prehistory”) are not protected under Section 4(f) provisions (CFR § 774.13). In other words, if the archaeological significance of a site is chiefly because of what can be learned by means of scientific data recovery (i.e., excavation), as is most typical of prehistoric archaeological sites, then the resource does not meet the criteria to be a Section 4(f) resource. If, on the other hand, the significance of the site warrants preservation in place and the site is eligible for the NRHP under one of the other three NRHP criteria, then Section 4(f) becomes relevant.

Sites ORA-113 and CA-ORA-162 appear no longer to be extant and, if true, would no longer possess integrity, which is an essential component for NRHP eligibility. During the course of

construction, should artifacts or other cultural resources be recovered, further analysis and consultation with Caltrans archaeologists, the California SHPO, and any Native American tribes or individuals who have expressed interest in consultation, will help determine whether any such subsurface resources meet the requisite NRHP criteria for the Section 4(f) regulation. As stated above, archaeological resources are only Section 4(f) resources if their value lies in preserving them in place, intact.

4. Impacts on Section 4(f) Properties

This section provides an evaluation of the potential use of recreation facilities (including, but not limited to, parks, trails, archaeological sites, and historic properties) subject to Section 4(f) evaluation within the 0.5-mile project study area. Based upon detailed analysis of the build alternatives and proposed ROW for I-405, there are no recreation centers, historic properties, or archaeological sites that are expected to be impacted by the project. Of those recreation facilities subject to Section 4(f) evaluation, there are three parks and two bike trails sufficiently proximate to the proposed project to warrant further analysis. These recreation facilities are subject to Section 4(f) evaluation due to their proximity to the proposed project's ROW, which could result in indirect or direct use of the parks and trails. The potential for the proposed project to impair recreation activities within each facility will be discussed in this section.

The use of a Section 4(f) property occurs:

1. When land from a Section 4(f) site is directly incorporated into a transportation facility;
2. When there is a temporary occupancy of land that is adverse in terms of the Section 4(f) statute's preservationist purposes; or
3. When there is a constructive use of a Section 4(f) property.

A constructive use of a Section 4(f) property occurs if the transportation project does not incorporate land from a Section 4(f) property, but the project's indirect impacts to access, visual resources, air quality, water quality, vegetation and wildlife, and/or noise, including mitigation, are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired.

Note: At this Project Approval and Environmental Document (PA/ED) stage of project development, the temporary use areas have not been clearly delineated. The temporary use analysis in the following sections is based on current estimates about construction staging and the location of Temporary Construction Easements. The temporary use areas will be further refined at the Plans, Specifications & Estimate (PS&E) stage of the proposed project; all such uses will be defined to avoid encroachment into areas of active park use. When temporary encroachment into a resource cannot be avoided, use of recreational areas will be minimized to avoid temporary adverse uses under Section 4(f).

The following discussion describes the proposed project's potential impacts on each Section 4(f) property. The summary of impacts by project alternative is provided in Table 4.

Table 4: Section 4(f) Resources and Potential Impacts by Project Alternative				
Site	No Build Alternative	Alternative 1 – Add One General Purpose Lane	Alternative 2 – Add Two General Purpose Lanes	Alternative 3 –Express Lane Facility (Tolled) and Add One General Purpose Lane
Parks and Recreation Facilities				
Pleasant View Park	No Impact	No Impact	Acquisition Area: 1,210 sq/ft; Direct Use: 1,210 sq/ft; Temporary Use: None	Acquisition Area: 1,210 sq/ft; Direct Use: 1,210 sq/ft; Temporary Use: None
Buckingham Park	No Impact	Acquisition Area: 3,151 sq/ft; Direct Use: 3,151 sq/ft; Temporary Use: None	Acquisition Area: 3,151 sq/ft; Direct Use: 3,151 sq/ft; Temporary Use: None	Acquisition Area: 3,151 sq/ft; Direct Use: 3,151 sq/ft; Temporary Use: None
Cascade Park	No Impact	Acquisition Area: 1 sq/ft; Direct Use: None; Temporary Use: None	Acquisition Area: 4,152 sq/ft; Direct Use: 4,152 sq/ft; Temporary Use: None	Acquisition Area: 4,152 sq/ft; Direct Use: 4,152 sq/ft; Temporary Use: None
Off Road Bike Trails	No Impact	Acquisition Area: 2,000 sq/ft; Direct Use: 2,000 sq/ft; Temporary Use: 1,700 sq/ft	Acquisition Area: 2,000 sq/ft; Direct Use: 2,000 sq/ft; Temporary Use: 1,700 sq/ft	Acquisition Area: 2,000 sq/ft; Direct Use: 2,000 sq/ft; Temporary Use: 1,700 sq/ft
Historic Properties				
Segerstrom House	No Impact	No Impact	No Impact	No Impact
Archaeological Sites				
None				
Source: Parsons, 2011.				

Parks and Recreation Facilities

Pleasant View Park

Pleasant View Park is located in the southeast portion of the project area and is adjacent to the former Pleasant View Elementary School in the city of Huntington Beach near the Magnolia Street and Warner Avenue intersection. The Elementary School on the park site was closed in 1985,⁴ and the school facilities are now used by A Child’s View Preschool. As shown in Figure 6, the northeastern section of the park is adjacent to the existing mainline of I-405. Park facilities adjacent to the potential acquisition area include a paved walking path and small grass area shaded by ornamental trees.

⁴ California Department of Education. California School Directory. 2010.
 (<http://www.cde.ca.gov/re/sd/details.asp?cds=30666136029664&Public=Y>) Accessed October 21.



Figure 6: Location of Pleasant View Park

Direct Use

Alternatives 2 or 3 would result in an acquisition area of approximately 1,210 square ft, approximately 1 percent of Pleasant View Park. This direct use area within the park would be acquired for project ROW and converted to transportation uses; however, the area consists of landscaping and does not contain recreation facilities or fields. Although the acquisition area would minimally reduce the overall size of the park, it would not inhibit existing recreational activities within the park. As described in Table 3, Pleasant View Park is approximately 2 acres and includes a jungle gym and playground with swings and a paved walking path. The proposed project would result in a direct use of the park parcel; however, this use would occur only where landscaping is located, and removal of the landscaping would have no effect on recreational facilities in the park. Caltrans has made a de minimis finding because the direct use area would not affect any of the recreational activities, features, or attributes within the park because none are located in the direct use area. This determination included concurrence from the City of Huntington Beach on 10/23/2012 and the Ocean View School District on 10/23/2013. The de minimis concurrence documentation is attached on pages B-63 and B-64; B-65.

Temporary Use

None of the build alternatives would result in a temporary use of the northeastern portion of the park that is adjacent to the I-405 mainline. In order to construct a new soundwall in this area, an 800-square-ft temporary construction easement (TCE) is anticipated, which may temporarily reduce the overall park area during construction, but it would not affect existing previously described recreational activities, features, and attributes in the park because this use would occur only where landscaping is located. Construction of the proposed project would not result in a temporary use of the park because recreational activities can continue throughout project construction. The proposed project would not result in a temporary use of the park under Section 4(f).

Constructive Use

The widening of I-405 proposed under any of the build alternatives would not result in a constructive use of Pleasant View Park. An indirect impact would be considered a Section 4(f) constructive use if the impact were so severe that the public did not have access to the park and/or the recreational activities occurring within the park were severely affected by the project's impacts (i.e., noise impacts were so severe that park users were unable to enjoy outdoor recreation in the park).

During construction and/or operation of any of the build alternatives, access to Pleasant View Park may be impaired at the northeast entrance to the park. There is a paved walking path providing non-motorized vehicular and pedestrian access to the park at the northeast entrance to the park at De Ville Circle, adjacent to the mainline of I-405. Although the proposed project would reduce the distance of the path to the I-405 mainline, a soundwall would be located on the freeway ROW; additionally, landscaping would be replanted between the path and the wall. Access to the park would be refined during the design phase of the project when additional specific measures can be identified to ensure access to the park. With project design features incorporated, indirect impacts to access would not be substantially adverse nor considered a Section 4(f) constructive use.

Indirect visual impacts associated with the proposed project would be minor because the views at Pleasant View Park are considered low quality. The project would likely replace existing landscaping treatments at the northeast end of the park with a new soundwall. The soundwall would limit views from the park out to the off-ramp and mainline of I-405 adjacent to the park, enhancing the existing low-quality views. Any minor visual changes would enhance views and would not substantially impair protected activities, features, or attributes of the park for sensitive viewers within the park; therefore, the minor visual changes associated with the new soundwall would not be considered a Section 4(f) constructive use.

Water quality impacts due to the overall net increase of impermeable surfaces and associated stormwater and surface runoff during construction and operation of the highway would occur throughout the whole project and in the vicinity of the Santa Ana River and San Gabriel River, as well as flood channels in the project area. In accordance with Caltrans' permit, future project designs would include stormwater conveyance facilities to control and treat increased surface runoff; therefore, these effects are not considered substantial. Water quality impacts during construction due to increased pollution of area surface waters would also occur; however, per state requirements, a Stormwater Pollution Prevention Plan (SWPPP) will be developed and implemented for project construction that shall include measures to reduce polluted runoff. The expected water quality effects of the project would be minimized with project design, mitigation, and state requirements to a level that would not substantially interfere with the recreational activities at Pleasant View Park; therefore, indirect water quality impacts at the park are not considered a Section 4(f) constructive use.

Pleasant View Park is located in a built-out suburban area; there are no wildlife corridors or vegetation adjacent to the park that would be indirectly impacted by the project; therefore, there would be no vegetation or wildlife impacts at the park resulting in a Section 4(f) constructive use.

Indirect air quality and noise impacts as a result of the proposed project are not expected to result in a constructive use of Pleasant View Park. The park is currently subject to indirect air quality and noise impacts due to its proximity to the existing I-405 mainline and due to the park's location in a built-out suburban environment. The jungle gym and playground with swings are located between 200 and 400 ft west of the mainline, and the incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit existing recreational functions in the park that are already subject to noise and air quality associated with I-405. The proposed project would not result in a Section 4(f) constructive use of the park due to indirect noise and air quality impacts.

Buckingham Park

Buckingham Park is located within the city of Westminster and is centrally located within the project area. The park site is east of the northbound I-405 mainline and east of the Edwards Street overcrossing. The park shares a fence line on its eastern boundary with Westminster High School.

All three build alternatives would affect the park site due to reconstruction and widening of the Edwards Street overcrossing. Potential use of this park would occur on an existing easement.

This easement is planned to remain in place and would be updated to reflect the new overcrossing design. There are no park recreation facilities within the potential acquisition area.

Direct Use

As previously described, all three of the build alternatives would result in the continued use of the western edge of the Buckingham Park for Edwards Street ROW. Figure 7 illustrates the approximately 3,151-square-ft (less than 1 percent of the total park area) potential acquisition; however, there would not be a conversion of recreational use to transportation use because this potential acquisition area is currently a portion of the Edwards Street ROW. The acquisition area is located on an earthen berm that has no recreational function nor provides access to the park. As stated in Table 3, the park includes the following facilities: softball fields, play area, restrooms, and benches; and these facilities are located below the berm and would be unaffected by the proposed project. Although the acquisition area would reduce the overall size of the park parcel, it would not inhibit existing recreational activities associated with any of the facilities within the park. The reduction in the size of the park parcel would have no effect on the recreational function of the park. Caltrans has made a de minimis finding because construction of the proposed project would reconfigure Edwards Street and have no effect on recreational activities, facilities, or attributes in the park. This determination included concurrence from the City of Westminster on 11/5/2012. The de minimis concurrence documentation is attached on pages B-60 and B-61.

Temporary Use

As discussed above, the temporary use area is within the Edwards Street ROW and does not contain recreational facilities. Because recreational activities would be unaffected by construction of the proposed project, and the land being used would be returned to a condition that is at least as good as that which existed prior to the project, there would not be a temporary use of Buckingham Park under Section 4(f).

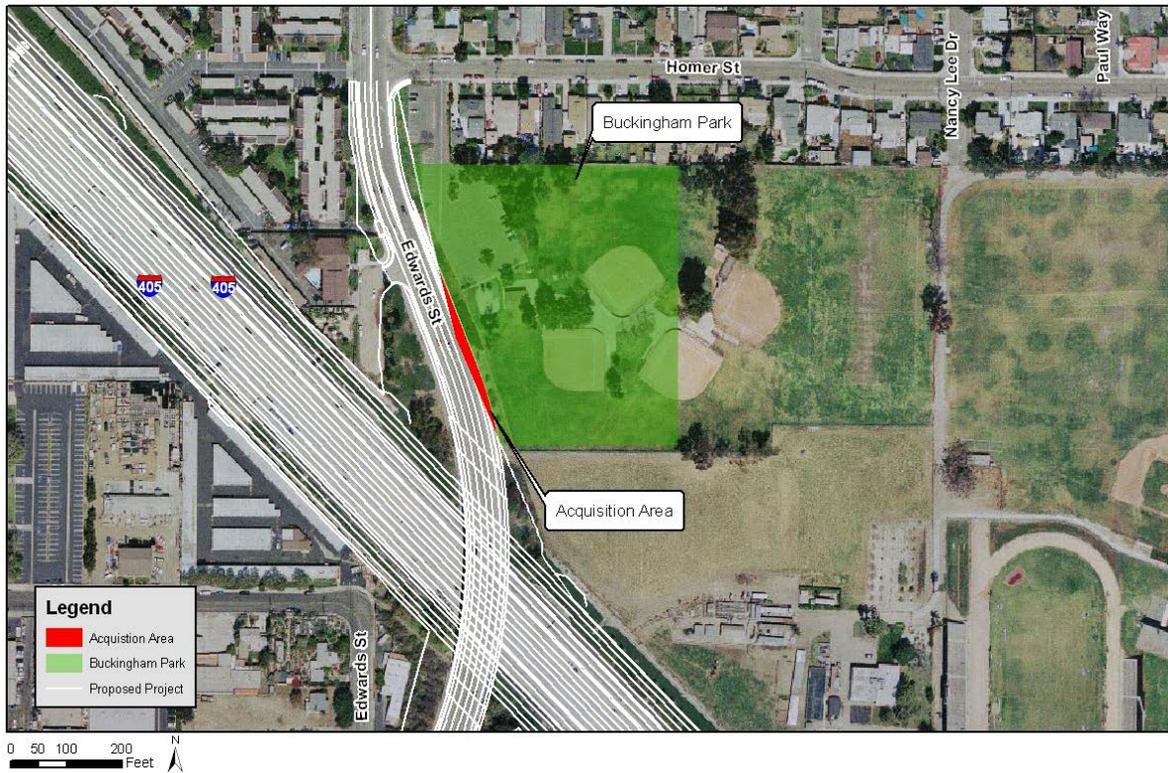


Figure 7: Location of Buckingham Park

Constructive Use

The widening of I-405 proposed under any of the three build alternatives would not result in a constructive use of Buckingham Park. An indirect impact would be considered a Section 4(f) constructive use if the impact were so severe that the public did not have access to the park and/or the recreational activities occurring within the park were severely affected by the project’s impacts (i.e., noise impacts were so severe that park users were unable to enjoy sporting activities on the ball fields).

During construction and/or operation of any of the build alternatives, access to Buckingham Park would not be impaired because the potential area of acquisition is currently within the ROW for Edwards Street. Edwards Street is located on an earthen berm where it is adjacent to the park for safety and security purposes. The park has a chain link fence where it parallels Edwards Street, and park facilities are not accessed through the acquisition area. The proposed project would replace the existing fence and would have no effect on existing access to the ball fields located below the Edwards Street berm. With project design features incorporated, indirect impacts to access would not be substantially adverse or considered a Section 4(f) constructive use.

Indirect visual impacts associated with the proposed project would be minimal because visual quality of the existing area is low. The replacement of existing fencing along Edwards Street would not further reduce the quality of views from the park; the general view quality from the park would remain low after construction of any build alternative. The minor visual changes may be adverse for sensitive viewers within the park; however, the recreational activities at the park would not be severely affected during construction or operation of the project; therefore, the indirect visual impacts would not be considered a Section 4(f) constructive use.

Water quality impacts due to the overall net increase of impermeable surfaces and associated stormwater and surface runoff during construction and operation of the highway would occur throughout the project and in the vicinity of the Santa Ana River and San Gabriel River, as well as flood channels in the project area. In accordance with Caltrans' permit, future project designs would include stormwater conveyance facilities to control and treat increased surface runoff; therefore, these effects are not considered substantial. Water quality impacts during construction due to increased pollution of area surface waters would also occur; however, per state requirements, a SWPPP will be developed and implemented for project construction that shall include measures to reduce polluted runoff. The expected water quality effects of the project would be minimized with project design, mitigation, and state requirements to a level that would not substantially interfere with the recreational activities at Buckingham Park; therefore, indirect water quality impacts at the park are not considered a Section 4(f) constructive use.

Buckingham Park is located in a built-out suburban area; there are no wildlife corridors or vegetation adjacent to the park that would be indirectly impacted by the project; therefore, there would be no vegetation or wildlife impacts at the park resulting in a Section 4(f) constructive use.

Indirect air quality and noise impacts as a result of the proposed project are not expected to result in a constructive use of Buckingham Park. The park is currently subject to indirect air quality and noise impacts due to its proximity to the existing I-405 mainline and Edwards Street, and due to the park's location in a built-out suburban environment. The incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit recreational functions in the park; therefore, the proposed project would not result in a Section 4(f) constructive use of the park due to indirect noise and air quality impacts.

Cascade Park

Cascade Park is located within the city of Westminster, and its northern fence line runs adjacent to the southbound I-405 on-ramp at Westminster Avenue. It is a community park with a multi-

family apartment complex located on its western boundary and single-family homes on its southern boundary.

Alternative 1 would likely require an acquisition of park land; however, the size of this acquisition will be determined after further engineering design is complete. Alternatives 2 and 3 would result in a partial acquisition (4,152 ft) of the park along its northern fence line. Based on site visits, photo interpretation, and topographic analysis, the park parcel boundary includes a drainage facility that is located outside the fence line between the park and the southbound Westminster Avenue on-ramp. Potential ROW widening would not require acquisition of existing park facilities; however, all build alternatives would likely include a new soundwall, creating a new northern boundary for the park.

Direct Use

To complete ramp widening for the southbound I-405 on-ramp from Westminster Avenue, construction of either Alternatives 2 or 3 would result in an acquisition of 4,152 square ft to Cascade Park, or 4 percent of the total park area. A soundwall would replace the existing chain-link fence and form the new northern edge of the park. Alternative 1 would require a smaller partial acquisition of 1 square ft. While a permanent acquisition may not be necessary for construction of Alternative 1, a temporary easement for construction of the on-ramp and drainage facility would result in replacement of the existing chain-link fence with a soundwall. Figure 8 shows the potential acquisition area for Cascade Park.

As described in Table 3, the park includes barbecues and a picnic and play area (including a jungle gym) for children. These park facilities are not within the potential acquisition area, and construction of all build alternatives would require relocation of the drainage facility on the northern boundary of the park and the fence line adjacent to the southbound on-ramp. Caltrans has made a de minimis finding because the acquisition area would affect an existing fence and drainage canal and would not affect recreational activities, features, or attributes associated with Cascade Park. This determination included concurrence from the City of Westminster on 11/5/2012. The de minimis concurrence documentation is attached on pages B-60 and B-61.

Temporary Use

All of the build alternatives would likely result in an acquisition of a northern portion of Cascade Park that is adjacent to the southbound I-405 on-ramp at Westminster Avenue. The proposed project would include construction of a new northern park fence along the southbound on-ramp, which would require a 3,500-square-ft TCE in an area that consists of landscaping and does not

include recreational facilities or fields. Because this construction area would not affect the previously described facilities, the associated recreational activities, features, and attributes of the park would not be adversely affected by the proposed project. Construction of the proposed project would not interrupt recreational activities; therefore, there would be no temporary use of Cascade Park under Section 4(f).

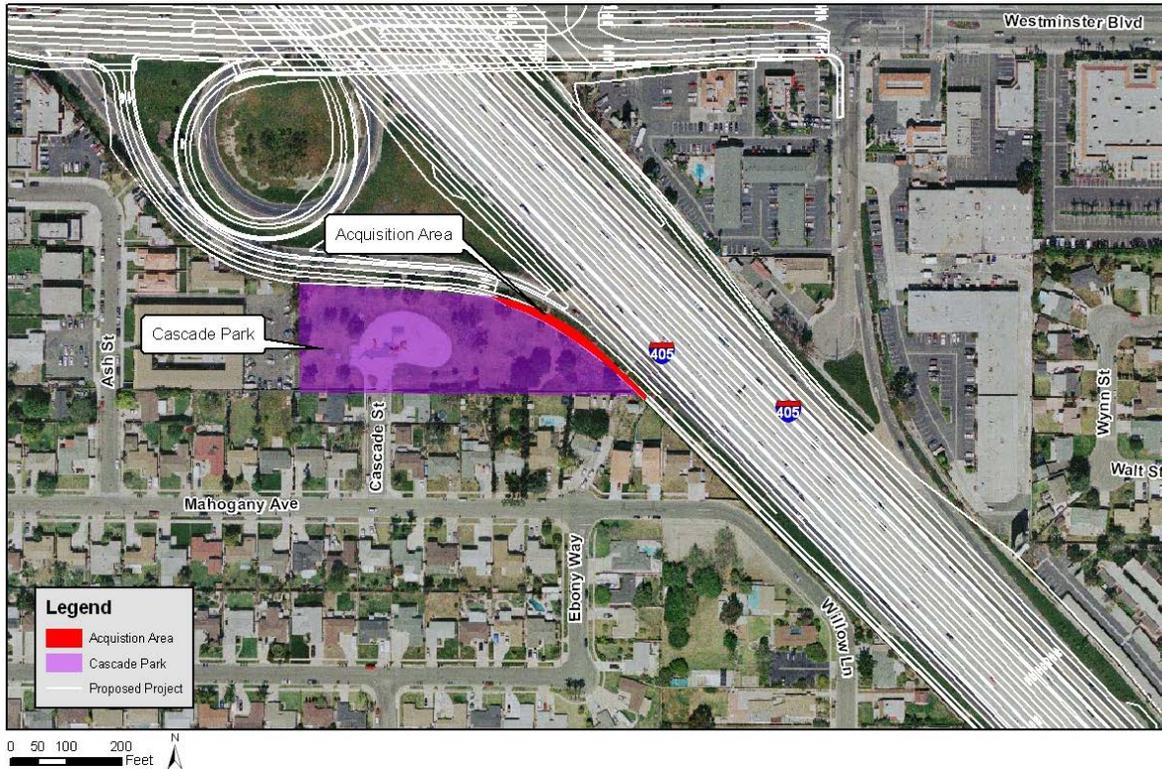


Figure 8: Location of Cascade Park

Constructive Use

The widening of I-405 proposed under any of the three build alternatives would not result in a constructive use of Cascade Park. An indirect impact would be considered a Section 4(f) constructive use if the impact were so severe that the public did not have access to the park and/or the recreational activities occurring within the park were severely affected by the project's impacts (i.e., noise impacts were so severe that park users were unable to enjoy the playground structure).

During construction of any of the build alternatives, access to Cascade Park would not be impaired because the potential area of acquisition is located outside of the perimeter fence for the park. Existing access to the park from Cascade Street would be maintained after construction of the proposed project. During the design phase of the project, the fence and landscaping on the north side of the park would be replaced; however, access to the park facilities would be

maintained during construction. With project design features incorporated, indirect impacts to access would not be substantially adverse nor considered a Section 4(f) constructive use.

Indirect visual impacts associated with the proposed project would be minimal because visual quality of the existing area is low. Existing fencing along the southbound on-ramp would be replaced with a soundwall, which would shield low visual quality views of the on-ramp or freeway mainline. Any minor visual impacts to the park associated with the proposed project would not inhibit recreational use of the park; therefore, the indirect visual impacts would not be considered a Section 4(f) constructive use.

Water quality impacts due to the overall net increase of impermeable surfaces and associated stormwater and surface runoff during construction and operation of the highway would occur throughout the whole project and in the vicinity of the Santa Ana River and San Gabriel River, as well as flood channels in the project area. In accordance with Caltrans' guidelines and policies, future project designs would include stormwater treatment facilities to control and treat increased surface runoff; therefore, these effects are not considered substantial. Water quality impacts during construction due to increased pollution of area surface waters would also occur; however, per state requirements, a SWPPP will be developed and implemented for project construction that shall include measures to reduce polluted runoff. The expected water quality effects of the project would be minimized with project design, mitigation, and state requirements to a level that would not substantially interfere with the recreational activities at Cascade Park; therefore, indirect water quality impacts at the park are not considered a Section 4(f) constructive use.

Cascade Park is located in a built-out suburban area; there are no wildlife corridors or vegetation adjacent to the park that would be indirectly impacted by the project. Therefore, there would be no vegetation or wildlife impacts at the park resulting in a Section 4(f) constructive use.

Indirect air quality and noise impacts as a result of the proposed project are not expected to result in a constructive use of Cascade Park. The park is currently subject to indirect air quality and noise impacts due to its proximity to the existing I-405 southbound on-ramp at Westminster Avenue and due to the park's location in a built-out suburban environment. The incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit recreational functions in the park; therefore, the proposed project would not result in a Section 4(f) constructive use of the park due to indirect noise and air quality impacts.

Off-Road Bike Trails

There are two Class I Off-Road (Paved) bike trails that may be adversely affected by the proposed project. The bike trails are located on the outer banks of the San Gabriel and Santa Ana

ivers. The Santa Ana River Trail (Figure 9) is a continuous regional off-road bike trail along the Santa Ana River that connects Riverside and Orange counties. It crosses underneath the I-405 mainline in Costa Mesa and under the proposed new Euclid Street southbound I-405 on-ramp from Ellis Avenue. The San Gabriel River Trail is also a regional off-road bike trail; however, it crosses the project area on the Los Angeles/Orange county boundary, and crosses underneath the I-405 mainline, the I-605 southbound to I-405 northbound on-ramp, and the I-405 southbound to I-605 northbound on-ramp. The bike trails are striped to separate northbound and southbound nonmotorized vehicles. Both trails are primarily used for recreation purposes and meet the definition of a Section 4(f) resource.⁵

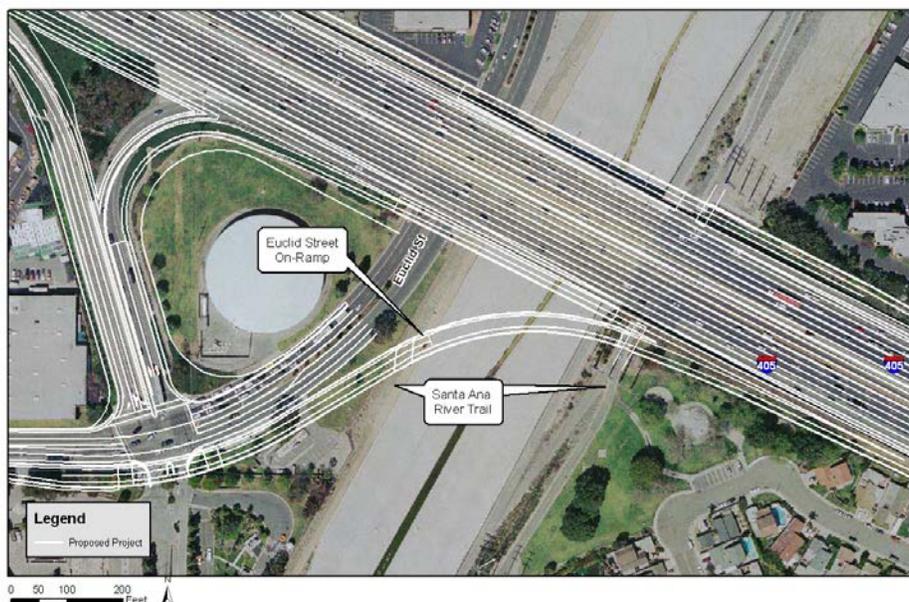


Figure 9: Location of Santa Ana River Trail

Direct Use

As depicted in Figure 9, construction of the proposed project would include a new Euclid Street southbound I-405 on-ramp from Ellis Avenue that would cross over the Santa Ana River Trail. After construction of the ramp is complete, the new on-ramp would continue to allow for recreational use of the trail on both riverbanks and would not reduce the width of, or access to, the trails. The new southbound on-ramp is a project design feature proposed under all three build alternatives, which would add approximately 2,000 square ft of overhead concrete to the existing

⁵ “If the publicly owned bikeway is primarily used for transportation and is an integral part of the local transportation system, the requirements of Section 4(f) would not apply, since it is not a recreational area. Section 4(f) would apply to publicly owned bikeways (or portions thereof) designated or functioning primarily for recreation, unless the official having jurisdiction determines it is not significant for such purpose.” Federal Highway Administration. 2005. Federal Highway Administration Section 4(f) Policy Paper. March 1.

trail and would result in a direct use of the Santa Ana River Trail; however, Caltrans has made a de minimis finding because the direct use area would not affect any of the recreational activities, features, or attributes of the trail because the direct use area is above the trail. This determination included concurrence from the County of Orange on 12/19/2012. The de minimis concurrence documentation is attached on page B-62.

As depicted in Figure 10, construction of the proposed project would not result in the partial or full acquisition of the San Gabriel River Trail; thus, no direct use of the bike trail would occur due to the project.



Figure 10: Location of San Gabriel River Trail

Temporary Use

At the Santa Ana River Trail, construction of the new Euclid Street southbound I-405 on-ramp from Ellis Avenue would occur above the trail and is anticipated to require an approximately 1,700-square-ft TCE. The trail on the western and eastern banks of the Santa Ana River would likely need to be closed temporarily during construction, resulting in a temporary loss of recreational use of the trail. By phasing construction of the on-ramp, one bank of the trail would remain open at all times. Because one of the trails would be closed temporarily during construction of the Euclid Street southbound I-405 on-ramp from Ellis Avenue, the proposed project would result in a temporary use of the trail under Section 4(f).

Because the project design features in the area of the San Gabriel River consist of striping and signing, but no new ramp or mainline construction, none of the build alternatives would result in a temporary use of the San Gabriel River Trail under Section 4(f).

Constructive Use

The widening of I-405 proposed under any of the three build alternatives would not result in a constructive use of the off-road bike trails. An indirect impact would be considered a Section 4(f) constructive use if the impact were so severe that the public did not have access to the paths and/or the recreational activities occurring within the paths were severely affected by the project's impacts (i.e., noise impacts were so severe that bicyclists would avoid use of the trails).

During construction of any of the build alternatives, access to the bike trails may be impaired due to construction activities above the trails. The San Gabriel River Trail would remain open during construction, and the proposed project would not result in a loss of access to the trail; however, the proposed project would result in the temporary closure of the Santa Ana River Trail, one riverbank trail at a time, during the phased construction of the Euclid Street southbound I-405 on-ramp from Ellis Avenue. Access would remain for at least one riverbank trail at all times, but there would be temporary overall reduction of access to the trail system during construction. The indirect impacts to access to the Santa Ana River Trail would be temporary and thus not a Section 4(f) constructive use.

Indirect visual impacts associated with the proposed project would be minimal because visual quality of both river trails is low. At the San Gabriel River Trail, views would remain unchanged because the proposed project would result in signing and striping changes to I-405 above the trail that are not viewable from the trail. At the Santa Ana River Trail, the low quality views from the trail include concrete river embankments and rip-rap in the concrete-lined riverbed. The addition of the Euclid Street southbound I-405 on-ramp at Ellis Avenue would result in a reduction in the low quality views from the trail. The changes in views in both of the view corridors as a result of the proposed project are not severely adverse and would not result in a constructive use of the river bike trails under Section 4(f).

Water quality impacts due to the overall net increase of impermeable surfaces and associated stormwater and surface runoff during construction and operation of the highway would occur throughout the whole project and in the vicinity of the Santa Ana River and San Gabriel River, as well as flood channels in the project area. In accordance with Caltrans' guidelines and policies, future project designs would include stormwater treatment facilities to control and treat increased surface runoff; therefore, these effects are not considered substantial. Water quality impacts during construction due to increased pollution of area surface waters would also occur; however, per state requirements, a SWPPP will be developed and implemented for project construction that shall include measures to reduce polluted runoff. The expected water quality effects of the project would be minimized with project design, mitigation, and state requirements to a level that

would not substantially interfere with the recreational activities along the trails; therefore, indirect water quality impacts at the park are not considered a Section 4(f) constructive use.

Both the Santa Ana River Trail and San Gabriel River Trail are located on the banks of channelized rivers that are not adjacent to wildlife corridors nor contain vegetation that would be indirectly impacted by the project; therefore, there would be no vegetation or wildlife impacts at the trails resulting in a Section 4(f) constructive use.

Indirect air quality and noise impacts as a result of the proposed project are not expected to result in a constructive use of the off-road bike trails. Both trails are currently subject to indirect air quality and noise impacts due to their proximity to the existing I-405 mainline and ramps, and due to the trail's location in a built-out suburban environment. The incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit recreational use of the trails; therefore, the proposed project would not result in a Section 4(f) constructive use of the trails due to indirect noise and air quality impacts.

Historic Properties

Although there is one property subject to Section 4(f) evaluation within the APE, there would be no use of the historic resource as a result of construction of any of the three build alternatives.

Archaeological Sites

There are no archaeological sites subject to Section 4(f) evaluation within the direct APE.

5. Avoidance Alternatives

All of the I-405 Improvement Project build alternatives would affect one or more protected Section 4(f) property. The No Build Alternative, which would result in no direct, temporary, or constructive use of parks or bike trails within the project area, would not fulfill the project purpose and need and thus is not a feasible avoidance alternative. Avoiding and minimizing the effects of each build alternative on each Section 4(f) property is discussed below.

Due to the inability to shift the alignment of the 405 without further increasing the impacts to property owners adjacent to the freeway alignment; it is unavoidable that some spot locations such as adjacent parks/recreational facilities would see some minimal impacts.

Parks and Recreation Facilities

Pleasant View Park

Alternative 1 would not affect recreational activities in Pleasant View Park because the proposed project with this alternative would result in no direct use and no temporary use of the park. Construction of either Alternative 2 or 3 would result in direct use of 1,210 square ft; however, the acquisition area would avoid the loss of recreation facilities. Alternative 1 would be the only avoidance alternative possible because it would meet the stated purpose and need for the project. Selection of Alternative 1 would be a feasible alternative.

Buckingham Park

Construction of any of the build alternatives would result in a partial acquisition (3,151 ft) of Buckingham Park; however, this acquisition would not be a use within the meaning of Section 4(f) (constitute a use) because the area is already designated as existing Edwards Street ROW and is located within an easement designed for transportation purposes. Recreation facilities associated with the park would not be affected due to reconstruction of Edwards Street. There would be no avoidance alternative except the No Build Alternative for Buckingham Park. Because partial acquisition of the park under Section 4(f) would be the same for each build alternative, there are no feasible and prudent avoidance alternatives that would satisfy the purpose and need for the proposed project.

Cascade Park

Among the three build alternatives, Alternative 1 would require a small, 1-square-ft area of acquisition that would likely be eliminated with subsequent design refinements. Construction of Alternative 2 or 3 would result in an acquisition of 4,152 square ft of the Cascade Park parcel; however, the acquisition would occur outside of the fence line of the park and would not affect recreation activities. The recreational function of the park would be unaffected due to construction and operation of the proposed project. Only the No Build Alternative would potentially avoid the direct use of this property. There are no feasible and prudent avoidance alternatives that would satisfy the purpose and need for the proposed project.

Off-Road Bike Trails

Construction of any of the build alternatives would result in a direct use of the off-road bike trails due to the new Euclid Street southbound I-405 on-ramp from Ellis Avenue. There would be a temporary use of the Santa Ana River Trail due to the temporary closure of the trails during construction of the Euclid Street southbound I-405 on-ramp from Ellis Avenue. All build alternatives would have to include the Euclid Street southbound I-405 on-ramp from Ellis Avenue and a temporary use of the trails; therefore, there would be no feasible avoidance alternative for the off-road bike trails under Section 4(f).

Wildlife and Waterfowl Refuge Areas

Wildlife and waterfowl refuge areas would not be affected by the project; therefore, avoidance alternatives are not required.

Historic Properties

The historic property within the APE would not be affected by the project; therefore, avoidance alternatives are not required.

Archaeological Sites

There are no archaeological sites subject to Section 4(f) evaluation; therefore, avoidance alternatives are not required.

6. Measures to Minimize Harm

There are several common measures that have been identified that would minimize potential project impacts to each of the Section 4(f) properties. These common measures identified for noise and visual resources are discussed in this section. Discussion of specific measures to minimize harm per protected Section 4(f) property, as well as agency consultation requirements, is also provided in this section. All of these measures are proposed at the program/policy level; final and exact details for mitigation measures will be decided during the final project design phase.

Common Measures to Minimize Harm for all Section 4(f) Properties

Noise

The following noise control measures are proposed for the project during construction activities and are expected to minimize noise impacts to all Section 4(f) properties. For further information related to noise within the project area, please refer to Chapter 3 of the environmental document.

Equipment Noise Control:

- Use newer equipment with improved noise muffling and ensure that all equipment items have the manufacturers' recommended noise abatement features, such as mufflers and engine enclosures, and ensure that engine vibration isolators are intact and operational.
- All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding).
- Use construction methods or equipment that would provide the lowest level of noise and ground vibration impact, such as alternative low noise pile installation methods.
- Turn off idling equipment.
- Use and relocate temporary noise barriers, as needed, to protect sensitive receptors against excessive noise from construction activities.

Administrative Measures:

- Ensure noise levels associated with construction activities are in compliance with applicable allowable limits set forth in noise ordinances and municipal codes of affected local cities: Irvine, Santa Ana, Costa Mesa, Fountain Valley, Huntington Beach, Garden Grove, Westminster, Seal Beach, Stanton, the community of Rossmoor, Long Beach, Hawaiian Gardens, Los Alamitos, and Lakewood.
- Implement a construction noise and/or vibration monitoring program to limit the impacts.

- Limit construction activities to daytime hours, if possible. If nighttime construction is absolutely necessary, then obtain the proper permits.
- Keep noise levels relatively uniform and avoid impulsive noises to the extent feasible.
- Maintain good public relations with the community to minimize objections to the unavoidable construction impacts. Provide frequent activity updates of all construction activities.

A combination of mitigation techniques with equipment noise control and administrative measures can be selected to provide the most effective means to minimize noise effects of construction activities. Application of these measures would reduce construction-related noise impacts; however, a temporary increase in noise and vibration may still occur.

The project would have operational noise impacts to several Section 4(f) properties. The *Noise Abatement Decision Report (NADR)* for the project included a barrier analysis for those sensitive receptors that would be adversely affected by noise impacts. Results indicated that soundwalls would be placed along the I-405 mainline and along on- and off-ramps at locations adjacent to Section 4(f) resources. Measures to minimize harm in the form of soundwalls/barriers will continue to be developed and designs modeled in further detail as engineering analysis is refined at later project development stages.

Visual

To minimize harm to Section 4(f) properties, the following measures related to visual resources are proposed for the project. Please refer to the Visual/Aesthetics in Chapter 3 of the environmental document for further information regarding visual resources within the project area.

Existing Vegetation:

The existing vegetation along the edges of the corridor help to soften the paved surfaces and in some instances help to screen the presence of soundwalls. Because most of the existing trees are mature trees, they also help to humanize the scale of the freeway elements. This is especially true for large trees (over 40 ft), considered skyline trees, because these trees work well with the scale of the highway features; therefore, maximizing preservation of the existing plantings would help preserve the existing character of the corridor and reduce the amount of future replanting required as part of the project. Transplantable trees in conflict with the proposed roadway improvements shall be moved within the project area to locations in conformance with Caltrans' planting policy requirements.

To minimize harm to Section 4(f) resources due to the removal of existing vegetation, new plantings will be included within the freeway interchanges. These plantings must work with any existing preserved vegetation. Additionally along the corridor mainline, new or additional plantings should be included in areas with sufficient area to meet Caltrans setback requirements to replace those removed by construction. Replacement plantings shall be reviewed and approved by Caltrans' District Landscape Architect.

Soundwalls:

Extensive soundwalls exist within the corridor, and new walls are planned as part of the improvements. In addition to limiting the sound that travels out from the corridor, they also block views both into and out from the freeway. Often the visual effect for the freeway traveler is to create a "concrete canyon" with all paved surfaces.

The impacts to the existing vegetation in the corridor would remove plantings currently found along soundwalls. Without these softening elements, it becomes necessary to create greater visual interest in the wall itself through the inclusion of pilasters and other architectural elements, especially on existing walls. Wherever possible, replanting vines and other plantings will soften the presence of the wall.

Architectural Features:

Architectural features, textures, and color should be used to minimize harm to Section 4(f) resources due to construction of new walls, overcrossings, undercrossings, bridges, and other surfaces. New walls and bridges associated with the project should incorporate architectural features, such as pilasters and caps, to provide shadow lines, provide relief from a monolithic appearance, and reduce their apparent scale. The type of wall selected or bridge design would influence the design of the architectural detailing (e.g., mechanically stabilized earth, soil nail, cast-in-place wall types). If a variety of walls and bridges are used in the corridor, the architectural detailing should be consistent throughout the corridor and in accordance with the design guidelines that are developed for the project.

Stormwater Treatment Facilities:

The requirements for stormwater treatment often conflict with the requirements for landscaping, and the requirements for stormwater usually increase with each passing year. For corridors such as I-405 where paving dominates the landscape, the limited remaining areas must meet landscape, as well as stormwater treatment, requirements. In designing the water quality treatment best management practices (BMPs), the location and appearance of the treatment facilities must be considered. The design and placement of the BMPs shall be reviewed and approved by Caltrans' District Landscape Architect.

Specific Measures to Minimize Harm by Specific Section 4(f) Property

Together with the common measures described in the previous section of this document, indirect impacts would be reduced to a level that would not substantially adversely affect the recreational activities at the park that make it eligible for Section 4(f) protection.

Pleasant View Park

To avoid adversely affecting access to Pleasant View Park from De Ville Circle, pedestrian access would be maintained via detour throughout construction of the project.

Buckingham Park

The proposed project would replace existing fencing along Edwards Street to separate automobile traffic from the recreational activities at Buckingham Park.

Cascade Park

The proposed project would replace existing fencing along the Westminster Avenue/I-405 southbound on-ramp to separate automobile traffic from the recreational activities at Cascade Park. Construction of a new soundwall to replace the existing chain-link fence would block low-quality views of the freeway.

Off-Road Bike Trails

To avoid the temporary closure of both riverbank bike trails of the Santa Ana River Trail, phased construction of the Euclid Street southbound I-405 on-ramp from Ellis Avenue would provide access to at least one of the riverbank trails. Construction during night hours would further reduce adverse impacts to access to the trail system.

7. Coordination

Coordination has been ongoing between members of the Project Development Team (PDT), which includes all affected local jurisdictions, Caltrans, FHWA, and OCTA. Representatives of these agencies, as well as consulting staff, periodically attend meetings to oversee project planning, environmental studies, and engineering, as well as to evaluate alternatives.

Public Scoping Meetings were held as follows:

- Tuesday, September 22, 2009, 6:00 p.m. to 8:00 p.m. Fountain Valley Senior and Community Center, 17967 Bushard Street, Fountain Valley, CA 92708
- Wednesday, September 23, 2009, 6:00 p.m. to 8:00 p.m. Huntington Beach Library, 7111 Talbert Avenue, Huntington Beach, CA 92648
- Wednesday, September 30, 2009, 6:00 p.m. to 8:00 p.m. Westminster Community Center - A/B Room, 8200 Westminster Avenue, Westminster, CA 92683
- Thursday, October 01, 2009, 6:00 p.m. to 8:00 p.m. Rush Park Auditorium, 3021 Blume Drive, Rossmore, CA 90720

The scoping meetings were designed to explain the project and the environmental process to residents, business operators, commuters, elected officials, and other stakeholders. All four meetings provided visitors with the opportunity to hear a detailed presentation on the project; speak with staff from OCTA, Caltrans, and Parsons; view boards depicting the Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) process; and visualize the considered alternatives as they have been designed thus far. All attendees were provided with a project newsletter and a frequently asked questions handout.

Attendees were encouraged to document their comments with the court reporter and with submission of a comment card. The meetings had strong attendance, including visits from local government officials.

A records search of the Sacred Lands File maintained by the California Native American Heritage Commission (NAHC) was initiated in July 2009 and again in May 2010, and responses were received in September 2009 and May/June 2010, respectively. According to the NAHC, no sites within their Sacred Lands Files are located within the immediate project area. The NAHC provided a list of Native American individuals and organizations. Letters and maps were sent to these contacts to inform the individuals and organizations about the project, to inquire if they knew of any unrecorded Native American cultural resources or other areas of concern within or adjacent to the project APE, and to solicit comments in regard to the project. Although no sites

were found within the project area, the Chairperson of the Gabrielino Tongva San Gabriel Band of Mission Indians, Anthony Morales, inquired as to the extent of the project, if any Native American observers would be included during the field survey and, if not, he would appreciate being kept apprised of the results, noting that sites may be located near the San Gabriel River, Bolsa Chica Creek, and the Naval Weapon Station (NAVWPNSTA) Seal Beach. Of the tribal representatives contacted, Sonia Johnston, Tribal Vice Chairperson of the Juaneño Band of Mission Indians, and Anita Espinosa of the Juaneño Band of Mission Indians, responded and indicated that they were not aware of cultural resources located within the APE, but they requested to be informed if cultural resources are discovered during ground-disturbing activities. No other responses were received.

In a letter dated October 20, 2011, the SHPO identified one historic property, the Segerstrom House, within the project study area.

Letters were sent to the jurisdictions with ownership and/or who operate the parks and trails discussed in this document. Those jurisdictions include City of Huntington Beach, City of Westminster and County of Orange. The letters described the proposed project, avoidance alternatives, measures to minimize harm, and, where necessary, the significance and primary use of the property. These letters sought concurrence for the proposed de minimis use of the parks and trails. Both cities and the county concurred with the determination made by the Caltrans and that the nature of impacts to Section 4(f) resources evaluated is de minimis.

Least Harm Analysis

As described in the above sections, the potential direct and indirect use of Section 4(f) protected park land would be minor. The property to be acquired as a result of the build alternatives would generally avoid the removal, impairment, or access to park lands used as active recreational facilities and would not adversely affect recreational uses throughout the project corridor. Avoidance alternatives for the described Section 4(f) uses would include the No Build Alternative in all cases, and Alternative 1, in the case of Pleasant View Park. The No Build Alternative would not satisfy the project's stated purpose and need. Alternative 1 would satisfy the purpose and need but may not be recommended as the most satisfactory alternative. All build alternatives would result in the temporary use of properties subject to Section 4(f) protection, but uses would be limited to the construction period, and all properties would be fully restored subsequent to the temporary use. No constructive uses were found to affect any of the Section 4(f) properties. All planning measures to minimize harm would be implemented based upon the discussion provided in Section 6 of this document.

8. Other Parks, Recreational Facilities, Wildlife Refuges, and Historic Properties Evaluated Relative to the Requirements of Section 4(f)

Section 1 of this document includes evaluation criteria for “use” under Section 4(f). Accordingly, the resources subject to 4(f) analysis that are located within the proposed project’s temporary construction area and/or area of direct impact were analyzed in depth in Section 4 of this document. Table 5 identifies all parks within the study area that were evaluated for temporary or direct use as a result of the proposed project.

For the project to result in constructive use of Section 4(f) resources, there would have to be indirect impacts that would result in “substantial impairment” of resources (23 CFR 774.15(a)). Because the proposed project is designed to improve existing roadway infrastructure, those resources subject to indirect impact would not be substantially impaired. Furthermore, the proposed project would enhance access to recreational facilities within the project area and would mitigate any incremental indirect impacts related to noise, vibration, visual, water quality, vegetation, or wildlife such that these impacts would not be considered a constructive use under Section 4(f).

There are no wildlife refuges located within the study area; thus, no evaluation of refuges was undertaken for this project.

Table 5: Parks, Recreational Centers, and Historic Properties Subject to Evaluation					
Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Subject to Temporary or Direct Use
Parks					
Shiffer Park	3143 Bear Street	City of Costa Mesa	6.7 acres; shelter, restrooms, picnic tables, barbecues, playgrounds	Yes	No
Paularino Park	1040 Paularino Place	City of Costa Mesa	2.3 acres; shelter, picnic tables, playground	Yes	No
Wakeham Park	3400 Smalley Road	City of Costa Mesa	10 acres; shelters, restrooms, picnic tables, barbecues, playground, exercise area, volleyball court, basketball court	Yes	No
Wimbledon Park	3440 Wimbledon Way	City of Costa Mesa	3.4 acres; picnic tables, playgrounds, exercise area	Yes	No
Gisler Park	1250 Gisler Avenue	City of Costa Mesa	4.1 acres; shelter, picnic tables, barbecues, playground, volleyball court	Yes	No
Smallwood Park	1646 Corsica Avenue	City of Costa Mesa	3.4 acres; restroom, picnic tables, playgrounds, softball field	Yes	No
Moon Park	3377 California Street	City of Costa Mesa	1.7 acres; picnic tables, playgrounds	Yes	No
Suburbia Park	3302 Alabama Circle	City of Costa Mesa	0.6-acre; open field	Yes	No
Ellis Park	10301 Ellis Avenue	City of Fountain Valley	3 acres; playground, picnic tables, benches, barbeques, basketball court, volleyball court, tennis court	Yes	No

Table 5: Parks, Recreational Centers, and Historic Properties Subject to Evaluation

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Subject to Temporary or Direct Use
Los Alamos Park	17901 Los Alamos Street	City of Fountain Valley	4.02 acres; playground, picnic tables, benches, barbeques, basketball court, restroom	Yes	No
Colony Park	10252 Cinco De Mayo	City of Fountain Valley	0.68-acre; playground, picnic tables	Yes	No
La Capilla Park	9720 La Capilla Avenue	City of Fountain Valley	2.37 acres; playground, benches	Yes	No
Plavan Park	9745 Warner Avenue	City of Fountain Valley	2.06 acres; playground, picnic tables, benches, barbeques	Yes	No
McDowell Park	17200 Oak Street	City of Fountain Valley	1-acre; playground, picnic tables, benches, barbeque, shade structure	Yes	No
Westmont Park	Between El Rancho Avenue and La Fiesta Avenue	City of Fountain Valley	11.39 acres; playground, picnic tables, benches	Yes	No
Nieblas Park	9300 Gardenia Street	City of Fountain Valley	1-acre; playground, picnic tables, benches, shade structure	Yes	No
Pleasant View Park	16692 Landau Lane	City of Huntington Beach	2 acres; baseball/softball diamond, restrooms	Yes	Yes
Vista View Park	9235 Honeysuckle Avenue	City of Fountain Valley	3.03 acres; playground, picnic tables, benches, barbeques	Yes	No
Russel C. Paris Park	8600 Palos Verdes Avenue	City of Westminster	11.9 acres; barbecues, play area, picnic tables, open fields	Yes	No
Sun View Park	16193 Sher Lane	City of Huntington Beach	2.5 acres; playground, playfields, benches	Yes	No
Park West Park	8301 McFadden Avenue	City of Westminster	5 acres; activity building, barbeques, play area, picnic tables, softball fields	Yes	No
College Park	15422 Vermont Street	City of Westminster	3.9 acres; barbeques, play area, picnic tables, open fields	Yes	No
Land Park	15151 Temple Street	City of Westminster	3.5 acres; barbeques, play area, picnic tables, open fields	Yes	No
Greer Park	6900 McFadden Avenue	City of Huntington Beach	15 acres	Yes	No
Clegg-Stacey Park	6311 Larchwood Drive	City of Huntington Beach	3 acres; playground, soccer fields	Yes	No
Franklin Park	14422 Hammon Lane	City of Huntington Beach	2 acres; playground, playfield, picnic tables	Yes	No
Buckingham Park	6502 Homer Street	City of Westminster	5 acres; softball fields, play area, restrooms, benches	Yes	Yes
Cascade Park	14100 Cascade Street	City of Westminster	2 acres; barbeques, play area, picnic tables	Yes	Yes
Indian Village Park	6060 Hefley Street	City of Westminster	1.5 acres; play area, picnic tables, restrooms	Yes	No
Bolsa Chica Park	13660 University Street	City of Westminster	4.9 acres; activity building, barbeques and picnic tables, basketball courts, play area, restrooms	Yes	No
Westgrove Park	5372 Cerulean Avenue	City of Garden Grove	6.6 acres; play area, open field space, restrooms, basketball courts	Yes	No

Table 5: Parks, Recreational Centers, and Historic Properties Subject to Evaluation

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Subject to Temporary or Direct Use
Almond Park	4600 Almond Avenue	City of Seal Beach	1.5 acres; tot lot, playfield, basketball courts, picnic tables	Yes	No
Heather Park	Heather and Lampson	City of Seal Beach	1.6 acres; tot lot, tennis courts, play field, benches and picnic tables	Yes	No
Aster Park	Aster and Candleberry	City of Seal Beach	0.6-acre; open fields	Yes	No
Blue Bell Park	Almond and Bluebell	City of Seal Beach	1.3 acres; tot lot, mini soccer field, basketball courts, picnic tables	Yes	No
Edison Park and Gardens	99 College Drive	City of Seal Beach	25.9 acres; tot lot, basketball courts, picnic tables, softball fields, volleyball courts, community garden	Yes	No
College Estates Park	808 Steely Avenue	City of Long Beach	2.3 acres; basketball court, community center, playground, tennis court, volleyball court, picnic area, restroom, playfields	Yes	No
Rush Park	3021 Blume Drive	County of Los Angeles	8.2 acres; tot lot, play field	Yes	No
El Dorado West Regional Park	2800 Studebaker Road	City of Long Beach	312.4 acres, golf course, baseball/softball field, basketball court, community center, picnic areas, playground, roller hockey court, skate park, soccer fields, restrooms, tennis court, volleyball court	Yes	No
El Dorado Nature Center	7550 E. Spring Street	City of Long Beach	11 acres, trails, nature center	Yes	No
El Dorado East Regional Park	7550 E. Spring Street	City of Long Beach	388.2 acres; playground, archery range, barbeque, bicycle trails, campground, fishing lake, physical fitness course, picnic area, picnic shelter	Yes	No
Bloomfield Park	21420 Pioneer Boulevard	City of Lakewood	15 acres; meeting room with kitchen, athletic fields (lighted), game courts (lighted), picnic shelter with barbecue, tot lot playground, school-age playground, wading pool (seasonal), rentals	Yes	No
Recreation Centers					
Senior Community Center	17967 Bushard Street	City of Fountain Valley	Meeting spaces	Yes	No
Mile Square Recreation Center	Euclid and Warner	City of Fountain Valley	9-hole golf course, park and recreation center	Yes	No
Seal Beach Tennis Center	3900 Lampson Avenue	City of Seal Beach	16 tennis courts, locker rooms, café, clubhouse, pro-shop	Yes	No
Los Alamitos Community Center	10911 Oak Street	City of Seal Beach	Indoor and/or outdoor recreation areas	Yes	No
Historic Properties					
Segerstrom House	3315 Fairview Road	Private	Ranch	Yes	No
Source: Parsons, 2011.					

9. Letters and Other Correspondence

Marwan Youssef
October 13, 2011
Page 2

Accordingly, a Section 4(f) Evaluation has been prepared. The evaluation identifies the Section 4(f) resources in the I-405 Improvement Project study area, describes the nature and extent of the potential effects on these properties, evaluates alternatives that would avoid the use of Section 4(f) resources, and describes measures to minimize harm to the affected resources.

As you are aware, Cascade Park and Buckingham Park are both under the City of Westminster's jurisdiction and are subject to Section 4(f) protection.

- Cascade Park is located within the City of Westminster and its northern fence line runs adjacent to the southbound I-405 on-ramp at Westminster Boulevard. It is a community park with a multi-family apartment complex located on its eastern boundary and single-family homes on its southern boundary.
- Buckingham Park is located within the City of Westminster and is centrally located within the project area. The Park site is east of the northbound I-405 mainline and east of the Edwards Street overcrossing. The Park shares a fence line on its eastern boundary with Westminster High School.



Figure 1: Location of Cascade Park

"Caltrans improves mobility across California"

Marwan Youssef
October 13, 2011
Page 3



Figure 2: Location of Buckingham Park

Direct Use

To complete ramp widening for the southbound I-405 onramp from Westminster Boulevard, construction of either Build Alternatives 2 or 3 would result in an acquisition of approximately 4,152 square feet to Cascade Park, or 4% of the total park area. Build Alternative 1 would require a smaller sliver acquisition of one square foot that may be avoidable with design refinements at the Plan Specification and Estimate design stage. Figure 1 shows the potential acquisition area for Cascade Park. There are no park facilities within the potential acquisition area, construction of any build alternative would require a relocation of the drainage facility on the northern boundary of the park on the outside of the park fence. Project improvements would be necessary to accommodate the widened southbound I-405 on-ramp; however since these improvements would not affect recreational facilities in the park, construction of the build alternatives would result in a de minimis direct use of Cascade Park under Section 4(f).

All three of the build alternatives would result in the continued use of the western edge of the Buckingham Park for Edwards Street right-of-way. Figure 2 illustrates the approximately 3,151 square ft (less than 1% of the total park area) potential acquisition, however there would not be a conversion of recreational use to transportation use since this potential acquisition area is currently a portion of the Edwards Street right-of-way. Although the acquisition area would reduce the overall size of the park it would not inhibit existing recreational activities within the park. Since proposed project would not diminish the recreational function of the park the project would result in a de minimis direct use of Buckingham Park under Section 4(f).

"Caltrans improves mobility across California"

Marwan Youssef
October 13, 2011
Page 4

Temporary Use

Build Alternatives 1, 2 and 3 would likely result in an acquisition of a northern portion of Cascade Park that is adjacent to the southbound I-405 on-ramp at Westminster Boulevard. The proposed project would include construction of a new northern park fence along the southbound on-ramp and the area of construction for this fence consists of landscaping, and does not include recreational facilities or fields. Since this construction area would not affect the activities, features and attributes of the park, the park would not be adversely affected. Construction of the proposed project would not interrupt recreational activities and thus there would be no temporary use of Cascade Park under Section 4(f).

Build Alternatives 1, 2 or 3 would likely result in a temporary use of Buckingham Park within the western portion of the park that is adjacent to Edwards Street. As previously described, the temporary use area is within the Edwards Street right-of-way and does not contain recreational facilities. Since recreational activities would be unaffected by construction of the proposed project there would not be a temporary use of Buckingham Park under Section 4(f).

While the extent of project improvements is under review, it is expected that the project would result in de minimis impacts to both Cascade Park and Buckingham Park under Section 4(f) because the activities, features and attributes of these resources would not be adversely affected as discussed above. Currently, the DEIR/EIS is scheduled for circulation to the public in early 2012. The Section 4(f) Evaluation will be included as an appendix to the DEIR/EIS. As per FHWA and Caltrans guidelines, Caltrans will be in contact with you prior to finalizing the EIR/EIS in order to finalize this de minimis finding.

Sincerely,

SMITA DESHPANDE
Branch Chief
Division of Environmental Analysis

"Caltrans improves mobility across California"

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3347 MICHELSON DRIVE
SUITE 100
IRVINE, CA 92612-1692
PHONE (949) 724-2245
FAX (949) 724-2256
TTY 711



*Flex your power!
Be energy efficient!*

October 19, 2011

Paul Emery, Director
Community Services and Recreation
City of Huntington Beach
P.O. Box 190
Huntington Beach, California 92648

Dear Mr. Emery:

Re: San Diego Freeway (I-405) Improvement Project Section 4(f) Evaluation Relating to Pleasant View Park

The California Department of Transportation (Caltrans), as the lead agency, in coordination with the Orange County Transportation Authority (OCTA) as the funding agency and the Army Corps of Engineers (ACOE) as cooperating agency, is in the process of producing a joint Draft Environmental Impact Report/ Environmental Impact Statement (DEIR/EIS) for the Interstate 405 (I-405) Improvement Project in Orange County, California, between State Route (SR) 73 and I-605.

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and Caltrans assumed, all of FHWA's responsibilities under the National Environmental Policy Act 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 actions required under those responsibilities.

The proposed I-405 Improvement Project may receive federal funding and/or discretionary approvals through the U.S. Department of Transportation (i.e. FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to share information from the Section 4(f) and 6(f) Evaluation. Section 4(f) of the federal Department of Transportation Act of 1966 (49 U.S.C. § 303), declares that "[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

"Caltrans improves mobility across California"

Paul Emery
October 19, 2011
Page 2

Accordingly, a Section 4(f) Evaluation has been prepared. The evaluation identifies the Section 4(f) resources in the I-405 Improvement Project study area, describes the nature and extent of the potential effects on these properties, evaluates alternatives that would avoid the use of Section 4(f) resources, and describes measures to minimize harm to the affected resources.

As you are aware, Pleasant View Park is under the City of Huntington Beach's jurisdiction which is subject to Section 4(f) protection. Pleasant View Park is located in the southeast portion of the project area and is adjacent to the former Pleasant View Elementary School in the city of Huntington Beach near the Magnolia Street and Warner Avenue intersection. The Elementary School on the park site was closed in 1985 and the school facilities are now used by A Child's View Preschool. As shown in Figure 1 below, the northeastern section of the park is adjacent to the existing mainline of I-405.



Figure 1: Location of Pleasant View Park

Direct Use

Build Alternatives 2 or 3 would result in an acquisition area of approximately 1,210 square feet, approximately 1%, of Pleasant View Park. This direct use area within the park would be acquired for project right-of-way and converted to transportation uses; however, the area consists of landscaping and does not contain recreation facilities or fields. Although the acquisition area would minimally reduce the overall size of the park it would not inhibit existing recreational activities within the park. The proposed project would result in a direct use of the park, but this use would not diminish the

"Caltrans improves mobility across California"

Paul Emery
October 19, 2011
Page 3

recreational function of the park. Future consultation is necessary to confirm a de minimis impact finding of this direct use under Section 4(f).

Temporary Use

Build Alternatives 1, 2 or 3 would likely result in a temporary use of the northeastern portion of the park that is adjacent to the I-405 mainline. In order to construct a new soundwall in this area, a temporary construction staging area would reduce the overall park area but not affect existing recreational activities in the Park. Construction of the proposed project would not result in a temporary use of the park since recreational activities can continue throughout project construction. The proposed project would not result in a temporary use of the park under Section 4(f).

While the extent of project improvements is under review, it is expected that the project would result in de minimis impacts to Pleasant View Park under Section 4(f) because the activities, features and attributes of this Section 4(f) resource would not be adversely affected as discussed above. Currently, the DEIR/EIS is scheduled for circulation to the public in early 2012. The Section 4(f) Evaluation will be included as an appendix to the DEIR/EIS. As per FHWA and Caltrans guidelines, Caltrans will be in contact with you prior to finalizing the EIR/EIS in order to finalize this de minimis finding.

Sincerely,



SMITA DESHPANDE
Branch Chief
Division of Environmental Analysis

"Caltrans improves mobility across California"

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3347 MICHELSON DRIVE
SUITE 100
IRVINE, CA 92612-1692
PHONE (949) 724-2245
FAX (949) 724-2256
TTY 711



*Flex your power!
Be energy efficient!*

October 19, 2011

Alicia Raish
OC Parks/Operations
County of Orange
13042 Myford Road
Irvine, CA 92602

Dear Ms. Raish:

Re: San Diego Freeway (I-405) Improvement Project Section 4(f) Evaluation Relating to Santa Ana River Trail and San Gabriel Trail

The California Department of Transportation (Caltrans), as the lead agency, in coordination with the Orange County Transportation Authority (OCTA) as the funding agency and the Army Corps of Engineers (ACOE) as cooperating agency, is in the process of producing a joint Draft Environmental Impact Report/ Environmental Impact Statement (DEIR/EIS) for the Interstate 405 (I-405) Improvement Project in Orange County, California, between State Route (SR) 73 and I-605.

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and Caltrans assumed, all of FHWA's responsibilities under the National Environmental Policy Act (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 actions required under those responsibilities.

The proposed I-405 Improvement Project may receive federal funding and/or discretionary approvals through the U.S. Department of Transportation (i.e. FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to share information from the Section 4(f) Evaluation. Section 4(f) of the federal Department of Transportation Act of 1966 (49 U.S.C. § 303), declares that "[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

"Caltrans improves mobility across California"

Alicia Raish
October 19, 2011
Page 2

Accordingly, a Section 4(f) Evaluation has been prepared. The evaluation identifies the Section 4(f) resources in the I-405 Improvement Project study area, describes the nature and extent of the potential effects on these properties, evaluates alternatives that would avoid the use of Section 4(f) resources, and describes measures to minimize harm to the affected resources.

As you are aware, there are two Class I Off Road (Paved) bike trails under the County of Orange's jurisdiction which are subject to Section 4(f) protection. The bike trails are located on the outer banks of the San Gabriel and the Santa Ana rivers.

- The Santa Ana River Trail (Figure 1) is a continuous regional off road bike trail along the Santa Ana River that connects Riverside and Orange counties. It crosses underneath the I-405 mainline in Costa Mesa and under the proposed new Euclid Street southbound I-405 on-ramp.
- The San Gabriel River Trail is also a regional off road bike trail; however it crosses the project area on the Los Angeles/Orange county boundary, and crosses underneath the I-405 mainline, the I-605 southbound to I-405 northbound on-ramp, and the I-405 southbound to I-605 northbound on-ramp.



Figure 1: Location of San Gabriel River Trail

"Caltrans improves mobility across California"

Alicia Raish
October 19, 2011
Page 3

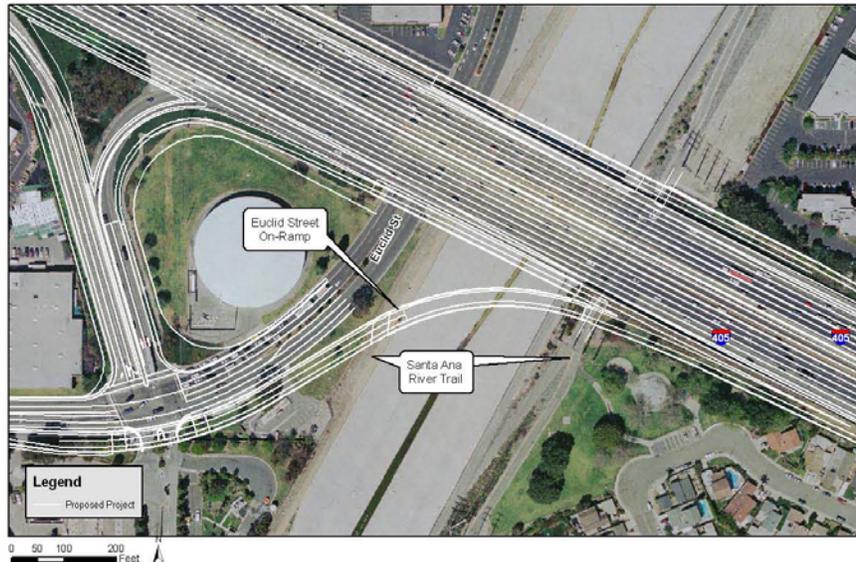


Figure 2: Location of Santa Ana River Trail

The bike trails are striped to separate northbound and southbound non-motorized vehicles. Both trails are primarily used for recreation purposes and meet the definition of a Section 4(f) resource.

Direct Use

As depicted in Figure 1, the construction of the proposed project would include a new Euclid Street southbound I-405 on-ramp that would cross over the Santa Ana River Trail. After construction of the ramp is complete, the new on-ramp would continue to allow for recreational use of the trail on both riverbanks and would not reduce the width of, or access to, the trails. The new southbound on-ramp is a project design feature proposed under all 3 build alternatives, which would add approximately 2,000 square feet of overhead concrete above the existing trail and would result in a de minimis direct use of the Santa Ana River Trail. The construction of the proposed project would not result in the partial or full acquisition of the San Gabriel River Trail, thus no direct use of the bike trail would occur due to the project.

Temporary Use

Since the proposed project would include striping changes on the overcrossing above the the San Gabriel River Trail but no new pavement construction is planned, Build Alternatives 1, 2 and 3 would not result in a temporary use of the San Gabriel River Trail under Section 4(f). At the Santa Ana River Trail, construction of the new Euclid Street southbound I-405 on-ramp would occur above the trail. The trail on the western and eastern banks of the Santa Ana River would likely need to be closed temporarily during construction, resulting in a temporary loss of recreational use of the trail. By phasing construction of the on-ramp, one bank of the trail would remain open at all times. Since one of the trails would be closed temporarily during construction of the Euclid Street

"Caltrans improves mobility across California"

Alicia Raish
October 19, 2011
Page 4

southbound on-ramp, the proposed project would result in a temporary use of the trail under Section 4(f).

While the extent of project improvements is under review, it is expected that the project would result in de minimis impacts to the Santa Ana River Trail under Section 4(f) because the activities, features and attributes of this Section 4(f) resource would not be adversely affected as discussed above. Currently, the DEIR/EIS is scheduled for circulation to the public in early 2012. The Section 4(f) Evaluation will be included as an appendix to the DEIR/EIS. As per FHWA and Caltrans guidelines, Caltrans will be in contact with you prior to finalizing the EIR/EIS in order to finalize this de minimis finding.

Sincerely,



SMITA DESHPANDE
Branch Chief
Division of Environmental Analysis

"Caltrans improves mobility across California"



City of Westminster

8200 Westminster Boulevard, Westminster, CA 92683 714.898.3311
www.westminster-ca.gov

November 5, 2012

Smita Deshpande
Branch Chief – Division of Environmental Analysis
Department of Transportation - District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612-1692

MARGIE L. RICE
Mayor

TRI TA
Mayor Pro Tem

FRANK G. FRY
Council Member

ANDY QUACH
Council Member

TYLER DIEP
Council Member

EDDIE MANFRO
City Manager

**RE: San Diego Freeway (I-405) Improvement Project Section 4(f) Evaluation
Relating to Cascade Park and Buckingham Park in the City of Westminster**

Dear Ms. Deshpande:

The purpose of this letter is to provide you with written concurrence regarding the de minimis finding related to the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the Interstate 405 Improvement Project between State Route 73 and I-605. In accordance with Section 4(f) of the Federal Department of Transportation Act of 1966, Cascade Park and Buckingham Park are subject to Section 4(f) protection. "Special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." It has been concluded that the project will not adversely affect the activities, features, and attributes of Cascade Park and Buckingham Park in the City of Westminster.

The City of Westminster has been an active participant in the project development efforts from the project's inception. We look forward to working with Caltrans, OCTA, and the design team to further minimize the impacts to Cascade Park and Buckingham Park, as outlined in the "Direct Use" and "Temporary Use" sections of the attached letter.

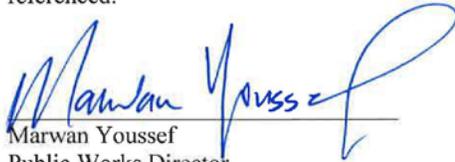
Sincerely,

Marwan Youssef, Ph.D., P.E.
Public Works Director/City Engineer

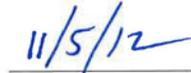
The City of Westminster appreciates the opportunity to participate in the Section 4(f) concurrence process. The City of Westminster understands that California Department of Transportation (Caltrans) District 12 and Orange County Transportation Authority (OCTA) are proposing to improve the existing Interstate 405 (I-405) with the I-405 Improvement Project.

Caltrans determines that the de minimis finding is appropriate and would be maintained with regards to the potential impacts to Cascade Park and Buckingham Park on the activities, features, and attributes that qualify Cascade Park and Buckingham Park eligible for protection under Section 4(f).

My signature below represents written concurrence on the de minimis finding that the I-405 Improvement Project would not adversely affect the activities, features, and attributes that qualify Cascade Park and Buckingham Park for protection under Section 4(f). The transportation use of the Section 4(f) resources, incorporated into the I-405 Improvement Project, together with the 4(f) impact avoidance, minimization, and mitigation or enhancement measures incorporated into the I-405 Improvement Project, does not adversely affect the activities, features, and attributes that qualify Cascade Park and Buckingham 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) resources. The signature is conditioned upon the Section 4(f) impacts and avoidance, minimization, and mitigation measures as previously referenced.



Marwan Youssef
Public Works Director
City of Westminster
8200 Westminster Blvd.
Westminster, CA 92683



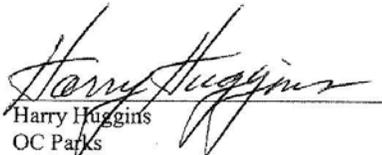
Date

"Caltrans improves mobility across California"

The County of Orange appreciates the opportunity to participate in the Section 4(f) concurrence process. The County of Orange understands that California Department of Transportation (Caltrans) District 12 and Orange County Transportation Authority (OCTA) are proposing to improve the existing Interstate 405 (I-405) with the I-405 Improvement Project.

Caltrans determines that the de minimis finding is appropriate and would be maintained with regards to the potential impacts to the Santa Ana River Trail on the activities, features, and attributes that qualify the Santa Ana River Trail eligible for protection under Section 4(f).

My signature below represents written concurrence on the de minimis finding that the I-405 Improvement Project would not adversely affect the activities, features, and attributes that qualify the Santa Ana River Trail for protection under Section 4(f). The transportation use of the Section 4(f) resources, incorporated into the I-405 Improvement Project, together with the 4(f) impact avoidance, minimization, and mitigation or enhancement measures incorporated into the I-405 Improvement Project, does not adversely affect the activities, features, and attributes that qualify the Santa Ana River Trail 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) resources. The signature is conditioned upon the Section 4(f) impacts and avoidance, minimization, and mitigation measures as previously referenced.



Harry Huggins
OC Parks
County of Orange
13042 Myford Road
Irvine, CA 92602

12-19-12
Date

"Caltrans improves mobility across California"



City of Huntington Beach

P.O. BOX 190 2000 Main Street California 92648

Community Services Department
(714) 536-5486

Via U.S. Mail

October 23, 2012

Smita Deshpande, Branch Chief
Division of Environmental Analysis
CALTRANS – DISTRICT 12
2209 Dupont Drive, Suite 200
Irvine, CA 92612

**RE: San Diego Freeway (I-405) Improvement Project Section 4(f) Evaluation
Relating to Pleasant View Park**

Dear Ms. Deshpande:

Pursuant to your request, enclosed is the signed statement regarding the De Minimis Impact Finding Determination for the I-405 Improvement Project. The area referenced in your letter is Pleasant View Park.

Pleasant View Park is maintained and operated by the City of Huntington Beach. The property however, is owned by the Ocean View School District. As such, please understand that by signing the letter, the City of Huntington Beach is merely acknowledging the De Minimis determination for the project as it relates to the use of the park and is not intended to provide approval from the property owner. You may wish to follow up directly with the Ocean View School District.

Should you have any questions or concerns, please contact David Dominguez at (714) 374-5309 or ddominguez@surfcity-hb.org.

Sincerely,

Paul Emery
Deputy City Manager/Interim Community Services Director

Enclosure

C: Mary Beth Broeren, Planning Department
David C. Dominguez, Facilities Development & Concessions Manager

DD/MKL

The City of Huntington Beach appreciates the opportunity to participate in the Section 4(f) concurrence process. The City of Huntington Beach understands that California Department of Transportation (Caltrans) District 12 and Orange County Transportation Authority (OCTA) are proposing to improve the existing Interstate 405 (I-405) with the I-405 Improvement Project.

Caltrans determines that the de minimis finding is appropriate and would be maintained with regards to the potential impacts to Pleasant View Park on the activities, features, and attributes that qualify Pleasant View Park eligible for protection under Section 4(f).

My signature below represents written concurrence on the de minimis finding that the I-405 Improvement Project would not adversely affect the activities, features, and attributes that qualify Pleasant View Park for protection under Section 4(f). The transportation use of the Section 4(f) resources, incorporated into the I-405 Improvement Project, together with the 4(f) impact avoidance, minimization, and mitigation or enhancement measures incorporated into the I-405 Improvement Project, does not adversely affect the activities, features, and attributes that qualify Pleasant View 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) resources. The signature is conditioned upon the Section 4(f) impacts and avoidance, minimization, and mitigation measures as previously referenced.



Paul Emery, Director
Community Services and Recreation
City of Huntington Beach
P.O. Box 190
Huntington Beach, California 92648

10/24/12

Date

"Caltrans improves mobility across California"



"Equity and
Excellence"

Ocean View School District

17200 Pinehurst Lane
Huntington Beach
California 92647-5569
714/847-2551
Fax: 714/847-1430
Web: www.ovsd.org

Superintendent
Gustavo Balderas

Board of Trustees
Debbie Cotton, President
John Ortiz, Clerk
John Briscoe, Member
Gina Clayton-Tarvin, Member
Tracy Pellman, Member

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3347 MICHELSON DRIVE
SUITE 100
IRVINE, CA 92612-1692

October 23, 2013

Re: San Diego Freeway (I-405) Improvement Project Section 4(f) Evaluation Relating to Pleasant View Park

Dear Smita Deshpand,

The Ocean View School District appreciates the opportunity to participate in the Section 4(f) concurrence process. The Ocean View School District understands that California Department of Transportation (Caltrans) District 12 and Orange County Transportation Authority (OCTA) are proposing to improve the existing Interstate 405 (I-405) with the I-405 Improvement Project.

Caltrans determines that the de minimis finding is appropriate and would be maintained with regards to the potential impacts to Pleasant View Park on the activities, features, and attributes that qualify Pleasant View Park eligible for protection under Section 4(f).

My signature below represents written concurrence on the de minimis finding that the I-405 Improvement Project would not adversely affect the activities, features, and attributes that qualify Pleasant View Park for protection under Section 4(f). The transportation use of the Section 4(f) resources, incorporated into the I-405 Improvement Project, together with the 4(f) impact avoidance, minimization, and mitigation or enhancement measures incorporated into the I-405 Improvement Project, does not adversely affect the activities, features, and attributes that qualify Pleasant View 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) resources. The signature is conditioned upon the Section 4(f) impacts and avoidance, minimization, and mitigation measures as previously referenced.

Sincerely,



Gary Jordan
Maintenance & Operations Manager
Ocean View School District
17200 Pinehurst Lane
Huntington Beach, CA 92647

Cc: Gustavo Balderas, Superintendent

11. Section 6(f) Considerations

Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF Act) (16 U.S.C. §4601-4) contains provisions to protect federal investments in park and recreation resources and the quality of those assisted resources. The law recognizes the likelihood that changes in land use or development may make some assisted areas obsolete over time, particularly in rapidly changing urban areas. At the same time, the law discourages casual discards of park and recreation facilities by ensuring that changes or conversions from recreation use will bear a cost – a cost that assures taxpayers that investments in the park and recreation resources will not be squandered. The LWCF Act includes a clear mandate to protect grant-assisted areas from conversions:

SEC. 6(f)(3) – No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

This “anti-conversion” requirement applies to all parks and other sites that have been the subject of LWCF grants of any type, whether for acquisition of parkland, development, or rehabilitation of facilities.

A review of the LWCF grant database indicated that four properties within 0.5-mile of the project have received LWCF grants. Fountain Valley Recreation Center received a \$262,161 grant to develop lighted ball fields, tennis courts, a recreation center building, restrooms, and irrigation. Mile Square Park received two grants of approximately \$99,000 each, to develop 27 acres of the 485-acre park, which included grading, lighting, landscaping, restrooms, shade structures, picnic tables, and charbroilers, and also to develop approximately 1-mile of bicycle trail around the park. Santa Ana River Trail also received two grants, of \$51,000 and \$61,200, to develop 10.2 miles of bike trail. The El Dorado Parks (East and West) received six grants in the combined amount of \$821,332 to develop landscaping, play facilities, headwall and deck, irrigation system, parking, picnic area, lighting, roadway improvements, lake construction, and renovations for group campsites and a group picnic structure.

As discussed in Section 4 of this document, the project would not require acquisition of any of the recreational properties mentioned above. Accordingly, there will be no conversion of use, and the Section 6(f) provisions will not be violated. No further action is required.

12. Bibliography

California Department of Education. California School Directory. 2010.

(<http://www.cde.ca.gov/re/sd/details.asp?cds=30666136029664&Public=Y>)

Accessed October 21.

California Department of Fish and Game. 2010. (<http://dfg.ca.gov/regions/5/>)

Accessed October 18.

Federal Highway Administration. 2005. Federal Highway Administration Section 4(f) Policy Paper. March 1.

———. 1997. (Revised September 2003). Section 4(f) Checklist. May.

National Park Service. 2008. Land and Water Conservation Fund Act Funded Programs. Found online at: http://www.parks.ca.gov/pages/1008/files/lwcf_all_funded_projects_2008.pdf

Accessed on October 12, 2010.

Parsons Corporation. 2011. Draft Historic Property Survey Report for the Interstate 405 Improvement Project from State Route (SR)-73 to Interstate (I)-605 in Orange County, California. July.

———. 2011. Noise Abatement Decision Report, on State Route 73 in Orange County from Bear Street to Interstate 405, on Interstate 405 in Orange County from Bristol Street to Interstate 60, on Interstate 605 in Orange County from Interstate 405 to Katella Avenue. March.

———. 2011. Historic Resources Evaluation Report for the Interstate 405 Improvement Project from State Route (SR)-73 to Interstate (I)-605 in Orange County, California. July.

URS Corporation. 2011. Draft Archaeological Survey Report for the Interstate 405 Improvement Project from SR-73 to I-605 in Orange County, California. July.

This page intentionally left blank.