

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

---

## **B.1 Introduction**

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 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 the Department 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.

This appendix provides an evaluation of whether the proposed State Route 55 (SR-55) Improvement Project (project) would trigger the requirements for protection under Section 4(f) for any publicly owned parks, recreational facilities, wildlife refuges, and/or National Register of Historic Places (National Register) listed or eligible historic properties. The proposed project did not trigger the requirements for protection under Section 4(f) for any of those types of resources because:

1. They are not publicly owned.
2. They are not open to the public.
3. They are not eligible historic properties.
4. The project does not permanently or temporarily use the property and does not hinder the preservation of the property.
5. The proximity impacts do not result in constructive use.

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 the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to 23 USC 327.

## **B.2 Project Description**

Caltrans District 12, in cooperation with the Orange County Transportation Authority (OCTA), proposes to widen SR-55 in both directions from just north of the Interstate 405 (I-405)/SR-55 Interchange to just south of the Interstate 5 (I-5)/SR-55 Interchange. The project area is in the Cities of Santa Ana, Tustin, and Irvine in Orange County, California. SR-55 currently has four general-purpose lanes and one high-occupancy vehicle (HOV) lane in each direction on the project segment of SR-55, with auxiliary lanes between ramps at various locations.

SR-55 begins in Newport Beach west of State Route 1 (SR-1) (Post Mile [PM] 0.2) and ends at State Route 91 (SR-91) in the City of Anaheim (PM 17.876). SR-55 is a major link to other freeway systems within Orange County by providing access between central Orange County and the coastal region. SR-55 is one of the most congested freeway systems in Orange County and currently operates at unacceptable levels of service (LOS) during peak periods. The demand in the future is anticipated to increase traffic volumes by approximately 20 percent, consequently increasing a.m. and p.m. peak-period delays. The purpose of the proposed project is to provide congestion relief, improve traffic flow, and increase mobility on SR-55.

### **B.2.1 Build Alternatives**

#### **B.2.1.1 Alternative 1 (Additional Auxiliary Lanes)**

Alternative 1 proposes a new auxiliary lane in the northbound direction on SR-55 at two locations:

- Between the MacArthur Boulevard and Dyer Road interchanges
- Between the Dyer Road and Edinger Avenue interchanges

In the southbound direction on SR-55, a general-purpose lane would be created between the southbound I-5 connector and the east Dyer Road off-ramp, and the existing auxiliary lane between the McFadden Avenue and Edinger Avenue interchanges would be restored. Additionally, the transition length for merging between the existing southbound HOV lane on SR-55 and the southbound I-5/SR-55 Connector HOV lane would be extended past Edinger Avenue.

### **B.2.1.2 Alternative 2 (One New General-Purpose Lane)**

Alternative 2 proposes to create one general-purpose lane in the northbound and southbound directions on SR-55.

In the northbound direction on SR-55, two existing auxiliary lanes would be restored between the northbound I-405 connector and the MacArthur Boulevard interchange, and between the Edinger Avenue and McFadden Avenue interchanges.

In the southbound direction on SR-55, the existing auxiliary lane between the McFadden Avenue and Edinger Avenue interchanges would be restored. Additionally, the transition length for merging between the existing southbound HOV lane on SR-55 and the southbound I-5/SR-55 Connector HOV lane would be extended past Edinger Avenue.

### **B.2.1.3 Alternative 3 (One New General-Purpose Lane and Additional Auxiliary Lanes)**

Alternative 3 proposes to add one general-purpose lane in the northbound and southbound directions on SR-55 and restore existing auxiliary lanes.

Additionally, in the northbound direction on SR-55, new auxiliary lanes would be constructed at two locations:

- Between the MacArthur Boulevard and Dyer Road interchanges
- Between the Dyer Road and Edinger Avenue interchanges

The restored auxiliary lane between the Edinger Avenue and McFadden Avenue interchanges would be extended to the northbound I-5 connector, and the northbound McFadden Avenue on-ramp would be restricted to the northbound I-5 connector only. As a result, access from the McFadden Avenue on-ramp to northbound SR-55 and southbound I-5 would be eliminated.

In the southbound direction on SR-55, the transition length for merging between the existing southbound SR-55 HOV lane and the southbound I-5/SR-55 HOV connector would be extended past Edinger Avenue.

#### **B.2.1.4 Alternative 4 (One New HOV Lane and Additional Auxiliary Lanes)**

Alternative 4 proposes to add a second HOV lane in each direction on SR-55 between the I-405 and I-5 HOV direct connectors.

Additionally, in the northbound direction on SR-55, a new auxiliary lane would be constructed at three locations:

- Between the MacArthur Boulevard and Dyer Road interchanges
- Between the Dyer Road and Edinger Avenue interchanges
- From just south of the Tustin Overhead to the northbound I-5 connector

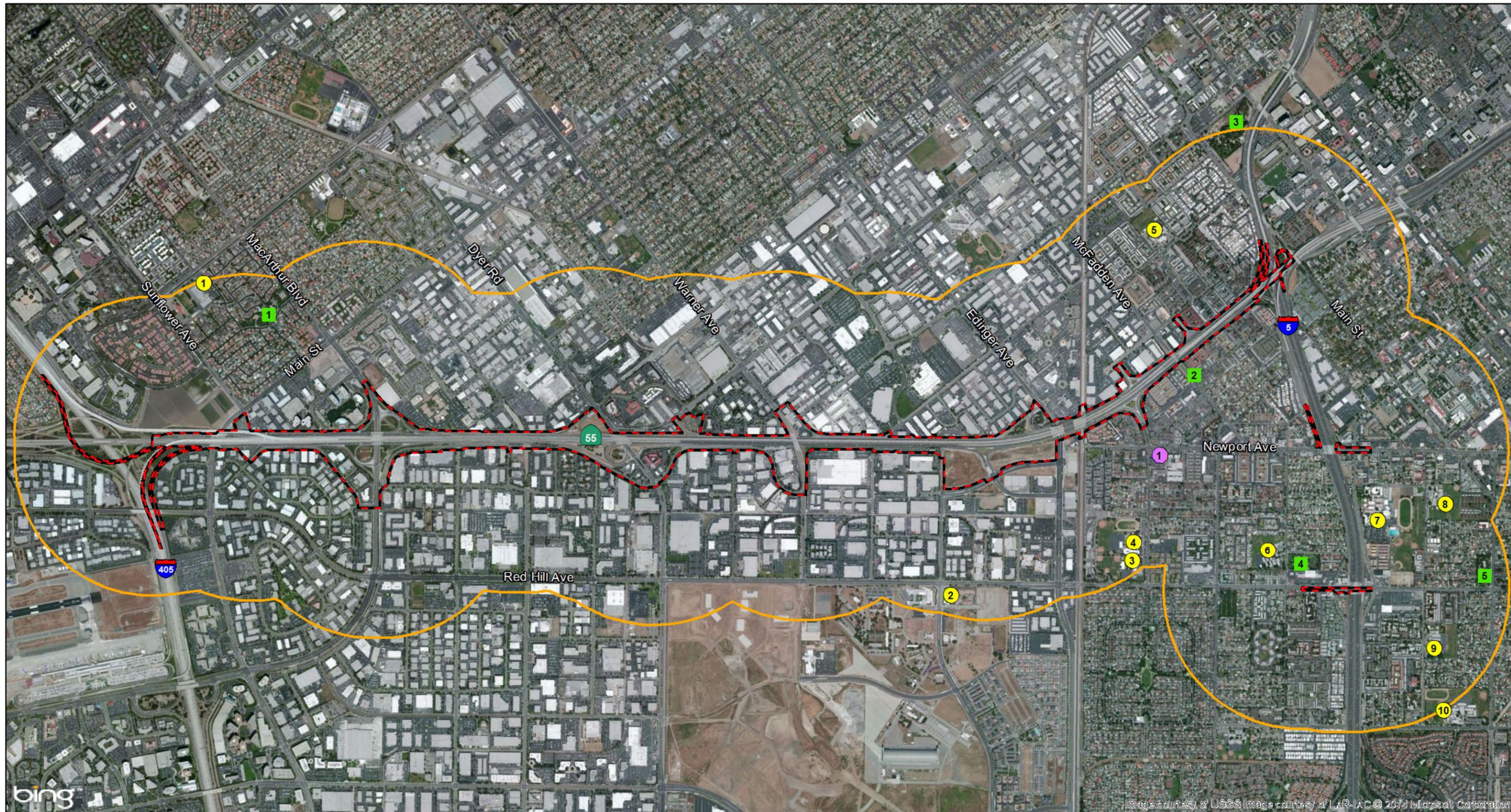
The northbound McFadden Avenue on-ramp would be restricted to the northbound I-5 connector only. As a result, access from the McFadden Avenue on-ramp to northbound SR-55 and southbound I-5 would be eliminated.

In the southbound direction on SR-55, a general-purpose lane would be created between the southbound I-5 connector and the east Dyer Road off-ramp. The existing auxiliary lane between the McFadden Avenue and Edinger Avenue interchanges would be restored.

Figure B.1 shows the project segment of SR-55 from Interstate 405 (I-405) to Interstate 5 (I-5) and shows the maximum disturbance limits for the proposed project. Figure B.1 does not show the areas on SR-55 south of I-405 and north of I-5 where the advanced signage would be located. The advanced signage would consist of standard freeway information, directional, and speed limit signage to assist motorists during the project construction and then when using the improved segment of SR-55. The advanced signage would be installed within the existing Caltrans right of way; therefore, there would be no disturbance outside the Caltrans right of way and no maximum disturbance limits in those areas along SR-55.

#### **B.2.2 No Build Alternative**

The No Build Alternative does not include improvements to the existing mainline lane configuration on the project segment of SR-55.



LEGEND

- Project Area
- 0.5 Mile Study Area

- Schools

1. Taft Elementary School
2. Hillview High School (Continuation School)
3. Jeane Thorman Elementary School
4. A. G. Currie Middle School
5. Robert Heideman Elementary School

6. Benjamin F. Beswick Elementary School
7. Tustin High School
8. C.C. Lambert Elementary School
9. Marjorie Veeh Elementary School
10. C.E. Utt Middle School

- Parks

1. Sandpointe Park
2. McFadden-Pasadena Parkette
3. Santa Ana Zoo at Prentice Park
4. Frontier Park
5. Pine Tree Park

- Other

1. Tustin Family and Youth Center

State Route 55 (SR-55) Improvement Project between  
Interstate 405 (I-405) and Interstate 5 (I-5)

Publicly Owned Parks and Schools

12-ORA-55 PM 6.4/10.3  
EA 0J3400/EFIS 1200020328



0 900 1800  
FEET

SOURCE: Bing (c. 2009); TBM (2008)

\\AHDR1102\GIS\4F\_Parks\_Schools.mxd (4/21/2014)

FIGURE B.1

**This page intentionally left blank**

### **B.3 Resources Evaluated Relative to the Requirements of Section 4(f)**

Table B.1 (provided at the end of this appendix) lists and describes publicly owned parks and recreation resources, including off-street trails, within 0.5 mile (mi) of the project limits along SR-55. Those resources include one family and youth center, and parks and public schools with recreation facilities available for use by the public outside school hours. The locations of those resources are shown on Figure B.1.

There are no publicly owned wildlife and waterfowl refuges within 0.5 mi of the project limits.

The study area for National Register listed and eligible resources was defined as the Area of Potential Effects (APE) delineated in the *Historic Property Survey Report* (HPSR; 2015). The HPSR determined there are no National Register listed or eligible cultural resources in the APE for the proposed project. Therefore, there are no National Register listed or eligible cultural resources that would trigger the requirements for protection under Section 4(f), and no further discussion of those types of resources is provided in this evaluation.

As shown in Table B.1, the potential for the following types of impacts on each Section 4(f) resource were assessed:

- Permanent use of land from the resource
- Permanent aerial, surface, or subsurface easement at the resource
- Temporary construction easement at the resource
- Potential for short- or long-term proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the resource for protection under Section 4(f) related to access, visual and aesthetics, water quality, air quality, noise, and natural communities, plant species, and animal species.

The potential for those types of impacts were assessed for the following resources which were determined, based on the analysis in Table B.1 not to trigger the requirements for protection under Section 4(f):

- Sandpointe Park and Sandpointe Recreation Center
- McFadden-Pasadena Parkette
- Santa Ana Zoo at Prentice Park

- Frontier Park
- Pine Tree Park
- Taft Elementary School
- Hillview High School
- Jeane Thorman Elementary School
- A.G. Currie Middle School
- Robert Heideman Elementary School
- Benjamin F. Beswick Elementary School
- Tustin High School
- C.C. Lambert Elementary School
- Marjorie Veeh Elementary School
- Tustin Family and Youth Center

Specifically, as discussed in Table B.1, the proposed project would not result in the permanent use of land from, temporary occupancies of land at, or permanent aerial, surface, or subsurface easements at any of the resources listed above. The proposed project would not result in proximity or constructive use at any of those resources that would substantially impair the activities, features, and/or attributes that qualify the resources for protection under Section 4(f). Because the Build Alternatives would not impact these resources, no mitigation is needed. As a result, as discussed in detail in Table B.1, the proposed project would not trigger the requirements for protection under Section 4(f) at any publicly owned parks and recreation resources.

## **B.4 Section 6(f) and Public Park Preservation Act**

### **B.4.1 Section 6(f)**

State and local governments can obtain grant funds through the federal Land and Water Conservation Fund Act (L&WCF Act) to acquire or make improvements to parks and recreation areas. Section 6(f) of the L&WCF Act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the United States Department of the Interior (DOI) National Park Service (NPS).

As described in Table B.1, the Build Alternatives would not result in the permanent use of property from any park and, therefore, would also not result in the conversion of any property acquired or developed with grants provided under the L&WCF Act.

#### **B.4.2 Public Park Preservation Act of 1971**

In addition to the requirements of Sections 4(f) and 6(f), the Public Park Preservation Act of 1971 (Public Resources Code [PRC] Section 5400 et seq.), which applies to any park operated by a public agency, provides in part that:

“No city, city and county, county, public district, or agency of the state, including any division, department or agency of the state government, or public utility, shall acquire (by purchase, exchange, condemnation, or otherwise) any real property, which property is in use as a public park at the time of such acquisition, for the purpose of utilizing the property for any nonpark purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both, as required by the provisions of this chapter to enable the operating entity to replace the parkland and the facilities thereon.”

As described later in Table B.1, the Build Alternatives would not result in the permanent use of property from any park and, therefore, would also not result in the need for any compensation to park owners/operators under the Public Park Preservation Act of 1971.

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<b>Publicly Owned Parks and Other Recreation Resources</b>	
<p>Sandpointe Park and Sandpointe Recreation Center (also referred to in this evaluation as the “park”)</p> <p>450 West MacArthur Boulevard Santa Ana, CA 92707 (Shown as Park #1 on Figure B.1)</p> <p>Owner/Operator: City of Santa Ana</p> <p>The Sandpointe Park and Recreation Center is approximately 1,600 ft west of the maximum project disturbance limits. The 7.0 ac park includes a basketball court, volleyball court, hiking/exercise trail, playground equipment, tennis courts, and restrooms. Access to the park is available from MacArthur Boulevard on the north and Birch Street on the east.</p>	<p>The Sandpointe Park and Sandpointe Recreation Center are outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this park and recreation center under the Build Alternatives. As a result, the requirements for protection of this park and recreation center under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify this park and recreation center for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Access to this park is currently available from MacArthur Boulevard on the north and Birch Street to the east. Pedestrians and bicyclists can also access the park using a sidewalk from a neighborhood southwest of the park. Although MacArthur Boulevard is proposed to be used as a detour route during temporary mainline and ramp closures, those closures are expected to occur during the night hours. The detoured traffic on MacArthur Boulevard would not adversely affect access to this park because the park is closed overnight. None of the proposed improvements to SR-55 would result in temporary or permanent changes to access to the park from MacArthur Boulevard, Birch Street, or sidewalks adjacent to and entering the park. As a result, the Build Alternatives would not result in adverse impacts to access to/from the Sandpointe Park and Sandpointe Recreation Center.</li> <li>• <b>Visual and Aesthetics:</b> This park is in a developed area approximately 1,600 ft west of the maximum project disturbance limits. The Build Alternatives do not include new features that would be tall enough to be visible from the park or that would substantively change views from the park. In addition, existing land uses provide a visual buffer between the park and SR-55. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on Sandpointe Park and Sandpointe Recreation Center.</li> <li>• <b>Water Quality:</b> There are no water features at this park and there is no potential for runoff from the project facilities to enter the park property or indirectly affect the park property and amenities in the short- or long-term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Sandpointe Park and Sandpointe Recreation Center.</p> <ul style="list-style-type: none"> <li>• <b>Noise:</b> As noted above, this park is in a developed area approximately 1,600 ft west of the maximum disturbance limits for the project. Existing intervening land uses provide a buffer between the park and SR-55 that substantially shields the park from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Although MacArthur Boulevard is proposed to be used as a detour route during temporary mainline closures and ramp closures at MacArthur Boulevard, those closures are expected to occur during the night hours. The detoured traffic on MacArthur Boulevard would not result in noise levels that would adversely affect the park because the park is not open overnight. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on Sandpointe Park and Recreation Center.</li> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This park is characterized by nonnative and ornamental vegetation, with large grassy areas and a number of mature trees scattered throughout the site. There would be no project construction on or in the immediate vicinity of this park and, therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline and on- and off-ramps, and therefore would not result in any direct or indirect effects on the vegetation in the park. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at Sandpointe Park and Sandpointe Recreation Center.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at Sandpointe Park and Sandpointe Recreation Center would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this park.</p>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>McFadden-Pasadena Parkette (also referred to in this evaluation as the "parkette")</p> <p>McFadden Avenue and Pasadena Avenue Tustin, CA</p> <p>(Shown as Park #2 on Figure B.1)</p> <p>Owner/Operator: City of Tustin</p> <p>This parkette is approximately 260 ft east of the maximum project disturbance limits. This 0.4 ac park includes green space, a playground, and picnic tables. There is no on-site parking provided at this parkette. There is on-street parking available on Medallion Avenue to the north. Pedestrians and bicyclists can access this parkette from Medallion Avenue to the north, Pasadena Avenue to the east, and McFadden Avenue to the south.</p>	<p>McFadden-Pasadena Parkette Park is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this parkette under the build alternatives. As a result, the requirements for protection of the McFadden-Pasadena Parkette under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the McFadden-Pasadena Parkette for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Pedestrian and bicycle access to this parkette is currently available from Medallion Avenue on the north, Pasadena Avenue on the east, and McFadden Avenue on the south. Parking for the parkette is available on-street along Medallion Avenue. Although McFadden Avenue is proposed to be used as a detour route during temporary mainline and ramp closures, those closures are expected to occur during the night hours. The detoured traffic on McFadden Avenue would not adversely affect access to this parkette because use of the parkette is likely very limited overnight. None of the proposed improvements to the SR-55 mainline and ramps would result in temporary or permanent changes to access to this parkette from the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from the McFadden-Pasadena Parkette.</li> <li>• <b>Visual and Aesthetics:</b> This parkette is in a developed area approximately 260 ft east of the maximum disturbance limits for the project. Existing land uses provide a visual buffer between the parkette and SR-55. The Build Alternatives do not include new features that would be tall enough to be visible from the park or to substantively change views from the parkette. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this parkette.</li> <li>• <b>Water Quality:</b> There are no water features at this parkette and there is no potential for runoff from the project facilities to enter the parkette property or otherwise indirectly affect the parkette property and amenities in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>would not result in short- or long-term adverse air quality impacts on the McFadden-Pasadena Parkette.</p> <ul style="list-style-type: none"> <li>• <b>Noise:</b> As noted above, this parkette is in a developed area approximately 260 ft east of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the Parkette and SR-55 that partially shields the parkette from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Although McFadden Avenue is proposed to be used as a detour route during temporary mainline and ramp closures, those closures are expected to occur during the night hours. The detoured traffic on McFadden Avenue would not result in noise levels that would adversely affect the parkette because use of the parkette is likely very limited overnight. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on the McFadden-Pasadena Parkette.</li> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This parkette is characterized by nonnative and ornamental vegetation that includes grassy areas and a few mature trees. There would be no project construction on or in the immediate vicinity of this parkette; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline and ramps and would not result in any direct or indirect effects on the vegetation in the parkette. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at this parkette.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at the McFadden-Pasadena Parkette would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this parkette.</p>
<p>Santa Ana Zoo at Prentice Park (also referred to in this evaluation as the “zoo/park”)</p> <p>1801 East Chestnut Avenue Santa Ana, CA 92707</p> <p>(Shown as Park #3 on Figure B.1)</p>	<p>The zoo/park is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this park under the Build Alternatives. As a result, the requirements for protection of this resource under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the zoo/park for protection under Section 4(f) was evaluated as follows:</p>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>Owner/Operator: City of Santa Ana</p> <p>Prentice Park occupies the north half of this site and the Santa Ana Zoo occupies the south half. The zoo/park are immediately southwest of and adjacent to I-5 and approximately 2,200 ft northwest of the maximum project disturbance limits (the area where the advanced signage on SR-55 in and north of the I-5 interchange would be approximately 1,300 ft east of the boundary of the zoo/park, but would not result in any activities outside the existing State ROW). The 19 ac zoo features over 80 species of animals, a children’s farm, a train ride, and a carousel. There is on-site parking at the zoo/park. Access to the site is available from West Main Street on the south and Elk Lane on the west.</p>	<ul style="list-style-type: none"> <li>• <b>Access:</b> Access to the zoo/park is currently available from Elk Lane to the west and West Main Street to the south. Pedestrians and bicyclists can also access the site from 1<sup>st</sup> Street to the north. There is no access from the east because that part of the zoo/park property is immediately adjacent to I-5. There is on-site parking and there is also on-street parking available along Elk Lane and West Main Street. West Main Street and 1<sup>st</sup> Street are not proposed to be used as detour routes during temporary mainline and ramp closures; therefore, no impacts to access to the zoo/park during detours are anticipated. None of the proposed improvements to the SR-55 mainline and ramps would result in temporary or permanent changes to access to this zoo/park from the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from the Santa Ana Zoo at Prentice Park.</li> <li>• <b>Visual and Aesthetics:</b> The zoo/park is in a developed area and is immediately adjacent to I-5. It is approximately 2,200 ft northwest of the maximum disturbance limits for the project. Existing land uses provide a visual buffer between the zoo/park and SR-55. The Build Alternatives do not include new features that would be tall enough to be visible from the zoo/park or that would substantively change views from the zoo/park. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on the Santa Ana Zoo at Prentice Park.</li> <li>• <b>Water Quality:</b> There are no water features at the zoo/park and there is no potential for runoff from the SR-55 facilities to enter the zoo/park property or otherwise indirectly affect the zoo/park property and amenities in the short- or long-term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, project construction would not result in short- or long-term adverse air quality impacts on the Santa Ana Zoo at Prentice Park.</li> <li>• <b>Noise:</b> As noted above, the zoo/park is in a developed area immediately adjacent to I-5 and approximately 2,200 ft northwest of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the zoo/park and SR-55. In addition, existing</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>noise on I-5 masks noise generated on SR-55. West Main Street and 1<sup>st</sup> Street are not proposed to be used as detour routes during temporary mainline and ramp closures; therefore, no noise impacts at the zoo/park due to detoured traffic are anticipated. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on the Santa Ana Zoo at Prentice Park.</p>
	<ul style="list-style-type: none"> <li> <p><b>Natural Communities, Plant Species, and Animal Species:</b> The zoo/park is characterized by nonnative and ornamental vegetation with grassy areas with a large number of mature trees. There would be no project construction on or in the immediate vicinity of the zoo/park; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline and ramps and would not result in any direct or indirect effects on the vegetation in the zoo/park. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at the Santa Ana Zoo at Prentice Park.</p> <p>In summary, the proximity impacts of the Build Alternatives at the zoo/park would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of the Santa Ana Zoo at Prentice Park.</p> </li> </ul>
<p>Frontier Park (also referred to in this evaluation as the “park”)</p> <p>1400 Mitchell Avenue Tustin, CA 92780</p> <p>(Shown as Park #4 on Figure B.1)</p> <p>Owner/Operator: City of Tustin</p> <p>Frontier Park is approximately 300 ft northwest of the maximum project disturbance limits. The approximately 4.5 ac park consists of green space with large trees, a playground, Frisbee golf course, outdoor fitness equipment, restrooms, and shaded picnic areas. Access to this park is available from Mitchell Avenue to the southwest and Utt Drive to the northwest.</p>	<p>Frontier Park is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this park under the Build Alternatives. As a result, the requirements for protection of Frontier Park under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Frontier Park for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li> <p><b>Access:</b> Pedestrian and bicycle access to this park is currently available from Mitchell Avenue to the southwest and Utt Drive to the northwest. Parking for the park is available on-street along Mitchell Avenue and Utt Drive. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this park from, and parking along, the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Frontier Park.</p> </li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<ul style="list-style-type: none"> <li data-bbox="865 430 1917 592">• <b>Visual and Aesthetics:</b> This park is in a developed area approximately 300 ft northwest of the maximum disturbance limits for the project. Existing land uses provide a visual buffer between the park and project improvements. The Build Alternatives do not include new features that would be tall enough to be visible from the park or to substantively change views from the park. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this park.</li> <li data-bbox="865 609 1917 690">• <b>Water Quality:</b> There are no water features at this park and there is no potential for runoff from the project facilities to enter the park property or otherwise indirectly affect the park property and amenities in the short or long term.</li> <li data-bbox="865 706 1917 868">• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Frontier Park.</li> <li data-bbox="865 885 1917 1112">• <b>Noise:</b> As noted above, this park is in a developed area approximately 300 ft east of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the park and SR-55 that partially shields the park from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Streets in the vicinity of Frontier Park are not proposed to be used as detour routes during temporary mainline and ramp closures; therefore, no noise impacts at the park due to detoured traffic are anticipated. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on Frontier Park.</li> <li data-bbox="865 1128 1917 1356">• <b>Natural Communities, Plant Species, and Animal Species:</b> This park is characterized by nonnative and ornamental vegetation that includes grassy areas and a number of mature trees. There would be no project construction on or in the immediate vicinity of this park; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline, ramps, and local street improvements and would not result in any direct or indirect effects on the vegetation in the park. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at this park.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>Pine Tree Park (also referred to in this evaluation as the “park”)</p> <p>1402 Bryan Avenue Tustin, CA 92780</p> <p>(Shown as Park #5 on Figure B.1)</p> <p>Owner/Operator: City of Tustin</p> <p>Pine Tree Park is approximately 1,900 ft north of the maximum disturbance limits. The approximately 4.2 ac park consists of green space with a playground, one sand volleyball court, portable skate park, restrooms, and a picnic shelter. Access to the park is available from Bryan Avenue to the northeast and Red Hill Avenue to the southeast.</p>	<p>In summary, the proximity impacts of the Build Alternatives at Frontier Park would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this park.</p> <p>Pine Tree Park is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this park under the Build Alternatives. As a result, the requirements for protection of Pine Tree Park under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Pine Tree Park for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Pedestrian and bicycle access to this park is currently available from Bryan Avenue to the northeast and Red Hill Avenue to the southeast. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this park from the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Pine Tree Park.</li> <li>• <b>Visual and Aesthetics:</b> This park is in a developed area approximately 1,900 ft north of the maximum disturbance limits for the project. Existing land uses provide a visual buffer between the park and project improvements. The Build Alternatives do not include new features that would be tall enough to be visible from the park or to substantively change views from the park. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this park.</li> <li>• <b>Water Quality:</b> There are no water features at this park and there is no potential for runoff from the project facilities to enter the park property or otherwise indirectly affect the park property and amenities in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Pine Tree Park.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<ul style="list-style-type: none"> <li>• <b>Noise:</b> As noted above, this park is in a developed area approximately 1,900 ft east of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the park and SR-55 that partially shields the park from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Streets in the vicinity of Pine Tree Park are not proposed to be used as detour routes during temporary mainline and ramp closures; therefore, no noise impacts at the park due to detoured traffic are anticipated. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on Pine Tree Park.</li> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This park is characterized by nonnative and ornamental vegetation that includes grassy areas and a number of mature trees. There would be no project construction on or in the immediate vicinity of this park; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline, ramps, and local street improvements and would not result in any direct or indirect effects on the vegetation in the park. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at this park.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at Pine Tree Park would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this park.</p>
<b>Publicly Owned Schools</b>	
<p>Taft Elementary School (also referred to in this evaluation as the “school”)</p> <p>500 Keller Avenue Santa Ana, CA 92707</p> <p>(Shown as School #1 on Figure B.1)</p> <p>Owner/Operator: Santa Ana Unified School District</p> <p>This school is located approximately 2,000 ft west of the maximum disturbance limits for the project. This school has</p>	<p>Taft Elementary School is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this school under the Build Alternatives. As a result, the requirements for protection of this school under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Taft Elementary School for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Vehicular, pedestrian, and bicycle access to Taft Elementary School is currently available from Keller Avenue on the north side of the school site. There is no access from the west due to the presence of the Santa Ana Delhi Channel and to the south and east due to</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>approximately 750 students in grades K–6. Recreation amenities include outdoor playgrounds and basketball courts. Access to this school is available from Keller Avenue to the north.</p> <p>Access for the general public to the recreation amenities after school hours at this school is limited. Specifically, the public may only use the basketball courts after school hours by reserving them in advance through the Santa Ana Unified School District.</p>	<p>land uses in those areas adjacent to the school site. There is on-site parking at the school. MacArthur Boulevard, which is approximately 0.2 mi north of the school, is proposed to be used as a detour route during temporary mainline and ramp closures. However, that detoured traffic would not adversely affect access to the school because the closures would occur overnight, and traffic detoured onto MacArthur Boulevard is not expected to travel through the residential area between the school and MacArthur Boulevard because that would be a longer route than staying on MacArthur Boulevard to detour around a closure. None of the proposed improvements to the SR-55 mainline and ramps would result in temporary or permanent changes to access to this school from the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Taft Elementary School</p> <ul style="list-style-type: none"> <li>• <b>Visual and Aesthetics:</b> This school is in a developed area approximately 2,000 ft west of the maximum project disturbance limits. The Build Alternatives do not include new features that would be tall enough to be visible from the school or that would substantively change views from the school. In addition, existing land uses provide a visual buffer between the school and SR-55. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on Taft Elementary School.</li> <li>• <b>Water Quality:</b> There are no water features at this school, and there is no potential for runoff from the SR-55 project facilities to enter the school property or otherwise indirectly affect the school property and the recreational amenities on that property in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Taft Elementary School.</li> <li>• <b>Noise:</b> As noted above, this school is in a developed area approximately 2,000 ft west of the maximum disturbance limits for the project. Existing intervening land uses provide a buffer between the school and SR-55 that substantially shield the school from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Although MacArthur Boulevard is proposed to be used as a detour route during temporary mainline and ramp closures, that detoured traffic would not result in noise effects at the school because the detours would occur overnight, and the noise generated on MacArthur Boulevard would be</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>shielded by the existing land uses between that street and the school. As a result, the Build Alternatives would not result in short- or long-term indirect adverse noise effects on Taft Elementary School.</p> <ul style="list-style-type: none"> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This school is characterized by nonnative and ornamental vegetation with grassy play areas and a few mature trees on the school site. There would be no project construction on or in the immediate vicinity of this school; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would not result in any direct or indirect effects on the vegetation at the school. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at Taft Elementary School.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at Taft Elementary School would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this school.</p>
<p>Hillview High School (also referred to in this evaluation as the “school”)</p> <p>15400 Landsdowne Road Tustin, CA 92782</p> <p>(Shown as School #2 on Figure B.1)</p> <p>Owner/Operator: Tustin Unified School District</p> <p>This school is approximately 1,850 ft southeast of the maximum project disturbance limits. This is a continuation high school offering an alternate program for students in grades 9–12. Recreation amenities at this school include an outdoor lunch area, a soccer field, a grass area, and basketball courts. Vehicular access to this school is available from Keller Road on the east. Pedestrian and bicycle access to the site is also available from Red Hill Avenue to the west and Landsdowne Road to the south.</p>	<p>Hillview High School is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this school under the Build Alternatives. As a result, the requirements for protection of this school under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Hillview High School for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Access to Hillview High School is currently available from Red Hill Avenue, Landsdowne Road, and Keller Road. There is on-site parking at the school. Red Hill Avenue is proposed to be used as a detour route during temporary mainline and ramp closures. However, that detoured traffic would not adversely affect access to the school because the closures would occur overnight when the sports fields at the school would not be in use. None of the proposed improvements to the SR-55 mainline and ramps would result in temporary or permanent changes to access to this school from the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Hillview High School.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>Access for the general public to the recreation amenities after school hours at this school is limited. Specifically, the public may only use the soccer field after school hours by reserving it in advance through the Tustin Unified School District.</p>	<ul style="list-style-type: none"> <li>• <b>Visual and Aesthetics:</b> This school is in a developed area approximately 1,850 ft southeast of the maximum disturbance limits for the project. The Build Alternatives do not include new features that would be tall enough to be visible from the school or that would substantively change views from the school. In addition, existing land uses provide a visual buffer between the school and SR-55. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on Hillview High School.</li> <li>• <b>Water Quality:</b> There are no water features at this school, and there is no potential for runoff from the project facilities to enter the school property or otherwise indirectly affect the school property and the recreational amenities on that property in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Hillview High School.</li> <li>• <b>Noise:</b> As noted above, this school is in a developed area approximately 1,850 ft southeast of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the school and SR-55 that substantially shields the school from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Although Red Hill Avenue is proposed to be used as a detour route during temporary mainline and ramp closures, that detoured traffic would not result in noise effects at the school because the detours would occur overnight and the sports fields would not be in use. As a result, the Build Alternatives would not result in short- or long-term indirect adverse noise effects on Hillview High School.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This school is characterized by nonnative and ornamental vegetation with limited landscaping, including mature trees, on the west and south sides of the school site. There would be no project construction on or in the immediate vicinity of this school; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would not result in any direct or indirect effects on the vegetation at the school. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at Hillview High School.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>In summary, the proximity impacts of the Build Alternatives at Hillview High School would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this school.</p>
<p>Jeane Thorman Elementary School and A.G. Currie Middle School (because this elementary school and middle school are adjacent to each other, they are discussed together in this evaluation)</p> <p>Jeane Thorman Elementary School 1402 Sycamore Avenue Tustin, CA 92780</p> <p>(Shown as School #3 on Figure B.1)</p> <p>Owner/Operator: Tustin Unified School District</p> <p>Jeane Thorman Elementary School has approximately 700 students in grades K–5. Recreation amenities at this school include an outdoor lunch area, an outdoor stage, a garden, a baseball/softball field, and basketball courts. Access to this school is available from Sycamore Avenue to the northeast, Red Hill Avenue to the southwest, and Service Road to the southwest. Access for the general public to the recreation amenities after school hours at this school is limited. Specifically, the public may only use the baseball/softball field and the basketball courts after school hours by reserving them in advance through the Tustin Unified School District.</p> <p>A.G. Currie Middle School 1402 Sycamore Avenue Tustin, CA 92780</p> <p>(Shown as School #4 on Figure B.1)</p>	<p>These schools are both outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at either school under the Build Alternatives. As a result, the requirements for protection of these schools under Section 4(f) are not triggered.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Jeane Thorman Elementary School and A.G. Currie Middle School for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Access to the two schools is currently available from Sycamore Avenue, Red Hill Avenue, Service Road, and School Lane. There is on-site parking at each school. Red Hill Avenue and Sycamore Avenue are proposed to be used as a detour route during temporary mainline and ramp closures. However, that detoured traffic would not adversely affect access to these schools because the closures would occur overnight when the sports and ball fields and basketball courts at the schools would not be in use. None of the proposed improvements to the SR-55 mainline and ramps would result in temporary or permanent changes to access to either school from the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Jeane Thorman Elementary School and A.G. Currie Middle School.</li> <li>• <b>Visual and Aesthetics:</b> These schools are in a developed area. A.G. Currie Middle School is approximately 1,600 ft east of and Jeane Thorman Elementary School is approximately 2,300 ft east of the maximum project disturbance limits. The Build Alternatives do not include new features that would be tall enough to be visible from these schools or that would substantively change views from the schools. In addition, existing land uses provide a visual buffer between the schools and SR-55. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on Jeane Thorman Elementary School and A.G. Currie Middle School.</li> <li>• <b>Water Quality:</b> There are no water features at these schools, and there is no potential for runoff from the project facilities to enter the school properties or otherwise indirectly affect the school properties and the recreational amenities on those properties in the short or long term.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>Owner/Operator: Tustin Unified School District</p> <p>A.G. Currie Middle School has approximately 660 students in grades 6–8. Recreation amenities at this school include an outdoor lunch area, a playground, a sports field, basketball courts, a baseball/softball field, and a soccer field. Access to this school is available from Sycamore Avenue to the northeast, School Lane to the northwest, and Service Road to the southwest. Access for the general public to the recreation amenities after school hours at this school is limited. Specifically, the public may only use the sports field, basketball courts, and baseball/softball field after school hours by reserving them in advance through the Tustin Unified School District.</p>	<ul style="list-style-type: none"> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Jeane Thorman Elementary School and A.G. Currie Middle School.</li> <li>• <b>Noise:</b> As noted above, these schools are in a developed area. At the closest points, A.G. Currie Middle School is 1,600 ft east of and Jeane Thorman Elementary School is 2,300 ft east of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the schools and SR-55 that substantially shields the schools from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Although Red Hill Avenue is proposed to be used as a detour route during temporary mainline and ramp closures, that detoured traffic would not result in noise effects at these schools because the detours would occur overnight and the recreational amenities at the schools would not be in use. As a result, the Build Alternatives would not result in short- or long-term indirect adverse noise effects on Jeane Thorman Elementary School and A.G. Currie Middle School.</li> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> These schools are characterized by nonnative and ornamental vegetation with some grassy areas and a few mature trees on each school property. There would be no project construction on or in the immediate vicinity of these schools and, therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would not result in any direct or indirect effects on the vegetation at these schools. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at Jeane Thorman Elementary School and A.G. Currie Middle School.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at Jeane Thorman Elementary School and A.G. Currie Middle School would not substantively impair the protected activities, features, or attributes of these resources in terms of their Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of either of these schools.</p>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>Robert Heideman Elementary School (also referred to in this evaluation as the “school”)</p> <p>15571 Williams Street Tustin, CA 92780</p> <p>(Shown as School #5 on Figure B.1)</p> <p>Owner/Operator: Tustin Unified School District</p> <p>This school is approximately 1,300 ft west of the maximum project disturbance limits. It has approximately 500 students in grades K–5. Recreation amenities at this school include basketball courts, a sports field, and green space with a playground. Access to this school is available from Williams Street to the east.</p> <p>Access for the general public to the recreation amenities after school hours at this school is limited. Specifically, the public may only use the sports field and basketball courts by reserving them in advance through the Tustin Unified School District.</p>	<p>Robert Heideman Elementary School is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this school under the Build Alternatives. As a result, the requirements for protection of this school under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Robert Heideman Elementary School for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Vehicular, pedestrian, and bicycle access to this school is currently available from Williams Street on the east side of the school site. There is on-site parking at the school. McFadden Avenue, which is approximately 0.3 mi south of the school, is proposed to be used as a detour route during temporary mainline and ramp closures. However, that detoured traffic would not adversely affect access to the school because the closures would occur overnight, and traffic detoured onto McFadden Avenue is not expected to travel through the residential area between the school and McFadden Avenue. None of the proposed improvements to the SR-55 mainline and ramps would result in temporary or permanent changes to access to this school from the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Robert Heideman Elementary School.</li> <li>• <b>Visual and Aesthetics:</b> This school is in a developed area approximately 1,300 ft west of the maximum project disturbance limits. The Build Alternatives do not include new features that would be tall enough to be visible from the school for that would change views from this school. In addition, existing land uses provide a visual buffer between the school and SR-55. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on Robert Heideman Elementary School.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>Water Quality:</b> There are no water features at this school, and there is no potential for runoff from the project facilities to enter the school property or otherwise indirectly affect the school property and the recreational amenities on that property in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Robert Heideman Elementary School.</p> <ul style="list-style-type: none"> <li>• <b>Noise:</b> As noted above, this school is in a developed area approximately 1,300 ft west of SR-55. Existing intervening land uses provide a buffer between the school and SR-55 that partially shields the school from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Although McFadden Avenue is proposed to be used as a detour route during temporary mainline and ramp closures, that detoured traffic would not result in noise effects at the school because the detours would occur overnight, and the noise generated on McFadden Avenue would be shielded by the existing land uses between that street and the school. As a result, the Build Alternatives would not result in short- or long-term indirect adverse noise effects on Robert Heideman Elementary School.</li> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This school is characterized by nonnative and ornamental vegetation with a large grassy area on the west part of the site and a few mature trees on the site. There would be no project construction on or in the immediate vicinity of this school; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would not result in any direct or indirect effects on the vegetation at the school. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at Robert Heideman Elementary School.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at Robert Heideman Elementary School would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this school.</p>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>Benjamin F. Beswick Elementary School (also referred to in this evaluation as the "school")</p> <p>1362 Mitchell Avenue Tustin, CA 92780</p> <p>(Shown as School #6 on Figure B.1)</p> <p>Owner/Operator: Tustin Unified School District</p> <p>Benjamin F. Beswick Elementary School is approximately 450 ft west of the maximum project disturbance limits. This school has a number of paved sports courts as well as a large grassy play area. Access to the school is available from Mitchell Avenue to the northeast.</p>	<p>This school is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this school under the Build Alternatives. As a result, the requirements for protection of Benjamin F. Beswick Elementary School under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Benjamin F. Beswick Elementary School for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Pedestrian and bicycle access to this school is currently available from Mitchell Avenue to the northeast. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this school from the adjacent street. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Benjamin F. Beswick Elementary School.</li> <li>• <b>Visual and Aesthetics:</b> This school is in a developed area approximately 450 ft west of the maximum disturbance limits for the project. Existing land uses provide a visual buffer between the school and project improvements. The Build Alternatives do not include new features that would be tall enough to be visible from the school or to substantively change views from the school. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this school.</li> <li>• <b>Water Quality:</b> There are no water features at this school, and there is no potential for runoff from the project facilities to enter the school property or otherwise indirectly affect the school property and amenities in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Benjamin F. Beswick Elementary School.</li> <li>• <b>Noise:</b> As noted above, this school is in a developed area approximately 450 ft west of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the school and SR-55 that partially shields the school from noise generated on SR-55 and</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>would continue to shield noise in the future with the Build Alternatives. Streets in the vicinity of Benjamin F. Beswick Elementary School are not proposed to be used as detour routes during temporary mainline and ramp closures; therefore, no noise impacts at the school due to detoured traffic are anticipated. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on Benjamin F. Beswick Elementary School.</p> <ul style="list-style-type: none"> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This school is characterized by nonnative and ornamental vegetation that includes grassy areas and a few trees. There would be no project construction on or in the immediate vicinity of this school; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline, ramps, and local street improvements and would not result in any direct or indirect effects on the vegetation in the school. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at this school.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at Benjamin F. Beswick Elementary School would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this school.</p>
<p>Tustin High School (also referred to in this evaluation as the "school")</p> <p>1171 East El Camino Real Tustin, CA 92780</p> <p>(Shown as School #7 on Figure B.1)</p> <p>Owner/Operator: Tustin Unified School District</p> <p>Tustin High School is approximately 400 ft north of the maximum project disturbance limits. This school has a number of paved sports courts and grassy sports fields. Access to the school is available from San Juan Street to the northeast, El Camino Real to the southwest, and Orange Street to the northwest.</p>	<p>This school is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this school under the Build Alternatives. As a result, the requirements for protection of Tustin High School under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Tustin High School for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Pedestrian and bicycle access to this school is currently available from San Juan Street to the northeast, El Camino Real to the southwest, and Orange Street to the northwest. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this school from the adjacent street. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Tustin High School.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<ul style="list-style-type: none"> <li>• <b>Visual and Aesthetics:</b> This school is in a developed area approximately 400 ft north of the maximum disturbance limits for the project. Existing land uses provide a visual buffer between the school and project improvements. The Build Alternatives do not include new features that would be tall enough to be visible from the school or to substantively change views from the school. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this school.</li> <li>• <b>Water Quality:</b> There are no water features at this school, and there is no potential for runoff from the project facilities to enter the school property or otherwise indirectly affect the school property and amenities in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Tustin High School.</li> <li>• <b>Noise:</b> As noted above, this school is in a developed area approximately 400 ft north of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the school and SR-55 that partially shields the school from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Streets in the vicinity of Tustin High School are not proposed to be used as detour routes during temporary mainline and ramp closures; therefore, no noise impacts at the school due to detoured traffic are anticipated. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on Tustin High School.</li> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This school is characterized by nonnative and ornamental vegetation that includes grassy areas and a few trees. There would be no project construction on or in the immediate vicinity of this school; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline, ramps, and local street improvements and would not result in any direct or indirect effects on the vegetation in the school. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at this school.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>C.C. Lambert Elementary School (also referred to in this evaluation as the "school")</p> <p>1151 San Juan Street Tustin, CA 92780</p> <p>(Shown as School #8 on Figure B.1)</p> <p>Owner/Operator: Tustin Unified School District</p> <p>C.C. Lambert Elementary School is approximately 1,600 ft northwest of the maximum project disturbance limits. This school has a number of paved sports courts as well as a large grassy play area. Access to the school is available from San Juan Street to the southwest and Andrews Street to the east.</p>	<p>In summary, the proximity impacts of the Build Alternatives at Tustin High School would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this school.</p> <p>This school is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this school under the Build Alternatives. As a result, the requirements for protection of C.C. Lambert Elementary School under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify C.C. Lambert Elementary School for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Pedestrian and bicycle access to this school is currently available from San Juan Street to the southwest and Andrews Street to the east. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this school from the adjacent street. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from C.C. Lambert Elementary School.</li> <li>• <b>Visual and Aesthetics:</b> This school is in a developed area approximately 1,600 ft northwest of the maximum disturbance limits for the project. Existing land uses provide a visual buffer between the school and project improvements. The Build Alternatives do not include new features that would be tall enough to be visible from the school or to substantively change views from the school. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this school.</li> <li>• <b>Water Quality:</b> There are no water features at this school, and there is no potential for runoff from the project facilities to enter the school property or otherwise indirectly affect the school property and amenities in the short or long term.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<ul style="list-style-type: none"> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on C.C. Lambert Elementary School.</li> <li>• <b>Noise:</b> As noted above, this school is in a developed area approximately 1,600 ft northwest of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the school and SR-55 that partially shields the school from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Streets in the vicinity of C.C. Lambert Elementary School are not proposed to be used as detour routes during temporary mainline and ramp closures; therefore, no noise impacts at the school due to detoured traffic are anticipated. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on C.C. Lambert Elementary School.</li> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This school is characterized by nonnative and ornamental vegetation that includes grassy areas and a few trees. There would be no project construction on or in the immediate vicinity of this school; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline, ramps, and local street improvements and would not result in any direct or indirect effects on the vegetation in the school. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at this school.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at C.C. Lambert Elementary School would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this school.</p>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
<p>Marjorie Veeh Elementary School (also referred to in this evaluation as the "school")</p> <p>1701 San Juan Street Tustin, CA 92780</p> <p>(Shown as School #9 on Figure B.1)</p> <p>Owner/Operator: Tustin Unified School District</p> <p>Marjorie Veeh Elementary School is approximately 1,150 ft northeast of the maximum project disturbance limits. This school has a number of paved sports courts as well as a large grassy play area. Access to the school is available from San Juan Street to the southwest.</p>	<p>This school is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this school under the Build Alternatives. As a result, the requirements for protection of Marjorie Veeh Elementary School under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Marjorie Veeh Elementary School for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Pedestrian and bicycle access to this school is currently available from San Juan Street to the southwest. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this school from the adjacent street. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Marjorie Veeh Elementary School.</li> <li>• <b>Visual and Aesthetics:</b> This school is in a developed area approximately 1,150 ft northeast of the maximum disturbance limits for the project. Existing land uses provide a visual buffer between the school and project improvements. The Build Alternatives do not include new features that would be tall enough to be visible from the school or to substantively change views from the school. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this school.</li> <li>• <b>Water Quality:</b> There are no water features at this school and there is no potential for runoff from the project facilities to enter the school property or otherwise indirectly affect the school property and amenities in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on Marjorie Veeh Elementary School.</li> <li>• <b>Noise:</b> As noted above, this school is in a developed area approximately 1,150 ft northwest of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the school and SR-55 that partially shields the school from noise generated on SR-55</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>and would continue to shield noise in the future with the Build Alternatives. Streets in the vicinity of Marjorie Veeh Elementary School are not proposed to be used as detour routes during temporary mainline and ramp closures; therefore, no noise impacts at the school due to detoured traffic are anticipated. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on Marjorie Veeh Elementary School.</p> <ul style="list-style-type: none"> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This school is characterized by nonnative and ornamental vegetation that includes grassy areas and a few trees. There would be no project construction on or in the immediate vicinity of this school; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline, ramps, and local street improvements and would not result in any direct or indirect effects on the vegetation in the school. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at this school.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at Marjorie Veeh Elementary School would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this school.</p>
<p>C.E. Utt Middle School (also referred to in this evaluation as the “school”)</p> <p>13601 Browning Ave Tustin, CA 92780</p> <p>(Shown as School #10 on Figure B.1 in Appendix B)</p> <p>Owner/Operator: Tustin Unified School District</p> <p>C.E. Utt Middle School is approximately 2,230 ft northeast of the maximum project disturbance limits. This school has a number of paved sports courts, sports fields, and a track. Access to the school is available from San Juan Street to the southwest, Browning Avenue to the southeast, and Bryan Avenue to the northeast.</p>	<p>This school is outside the project limits and there would be no permanent use, temporary occupancy, or permanent easements at this school under the Build Alternatives. As a result, the requirements for protection of C.E. Utt Middle School under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the proposed project to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify C.E. Utt Middle School for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Pedestrian and bicycle access to this school is currently available from San Juan Street to the southwest, Browning Avenue to the southeast, and Bryan Avenue to the northeast. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this school from the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from C.E. Utt Middle School.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<ul style="list-style-type: none"> <li>• <b>Visual and Aesthetics:</b> This school is in a developed area approximately 2,230 ft northeast of the maximum disturbance limits for the project. Existing land uses provide a visual buffer between the school and project improvements. The Build Alternatives do not include new features that would be tall enough to be visible from the school or to substantively change views from the school. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this school.</li> <li>• <b>Water Quality:</b> There are no water features at this school, and there is no potential for runoff from the project facilities to enter the school property or otherwise indirectly affect the school property and amenities in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on C.E. Utt Middle School.</li> <li>• <b>Noise:</b> As noted above, this school is in a developed area approximately 2,230 ft northeast of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the school and SR-55 that partially shields the school from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Streets in the vicinity of C.E. Utt Middle School are not proposed to be used as detour routes during temporary mainline and ramp closures; therefore, no noise impacts at the school due to detoured traffic are anticipated. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse noise effects on C.E. Utt Middle School.</li> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This school is characterized by nonnative and ornamental vegetation that includes grassy areas and a few trees. There would be no project construction on or in the immediate vicinity of this school; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would be limited to the SR-55 mainline, ramps, and local street improvements and would not result in any direct or indirect effects on the vegetation in the school. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at this school.</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>In summary, the proximity impacts of the Build Alternatives at C.E. Utt Middle School would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this school.</p>
<b>Other Resource</b>	
<p>Tustin Family and Youth Center (also referred to in this evaluation as the "Center")</p> <p>14722 Newport Avenue Tustin, CA 92780</p> <p>(Shown as Other Resource #1 on Figure B.1)</p> <p>Owner/Operator: City of Tustin</p> <p>The Tustin Family and Youth Center is approximately 460 ft east of the maximum project disturbance limits. The 6,000 sf Center serves the specialized needs of the residents of southwest Tustin. The facility provides a full range of family and youth-oriented social, educational, and recreational programs, and serves as a resource/referral center for families in need, youth-at-risk, and for individuals seeking self-improvement and vocational opportunities. Access to this Center is available from Red Hill Avenue to the west and Sycamore Avenue to the east.</p>	<p>The Tustin Family and Youth Center is outside the project limits, and there would be no permanent use, temporary occupancy, or permanent easements at this Center under the Build Alternatives. As a result, the requirements for protection of this resource under Section 4(f) are not triggered.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the Tustin Family and Youth Center for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> <li>• <b>Access:</b> Access to the Center is currently available from Newport Avenue and Sycamore Avenue. There is on-site parking at the Center. Sycamore Avenue is proposed to be used as a detour route during temporary mainline and ramp closures. However, that detoured traffic would not adversely affect access to the Center because the closures would occur overnight when the Center would not be in use. None of the proposed improvements to the SR-55 mainline and ramps would result in temporary or permanent changes to access to this Center from the adjacent streets. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from the Tustin Family and Youth Center.</li> <li>• <b>Visual and Aesthetics:</b> This Center is in a developed area approximately 460 ft east of the maximum project disturbance limits. The Build Alternatives do not include new features that would be tall enough to be visible from the Center or that would substantively change views from the Center. In addition, existing land uses provide a visual buffer between the Center and SR-55. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this Center.</li> <li>• <b>Water Quality:</b> There are no water features at this Center, and there is no potential for runoff from the project facilities to enter the Center property or otherwise indirectly affect the Center property and the recreational amenities on that property in the short or long term.</li> <li>• <b>Air Quality:</b> The project construction activities would produce exhaust and fugitive dust emissions. With the implementation of measures included in the project to control and reduce equipment emissions and fugitive dust, the project construction would not result in any adverse</li> </ul>

**Table B.1 Resources Determined Not to Trigger the Requirements for Protection Under Section 4(f)**

Name, Location, Owner/Operator, Description	Section 4(f) Evaluation
	<p>air quality impacts. The operation of the proposed project would not result in impacts related to regional and project-level conformity, CO, particulate matter, and MSAT. Therefore, the project would not result in short- or long-term adverse air quality impacts on the Tustin Family and Youth Center.</p> <ul style="list-style-type: none"> <li>• <b>Noise:</b> As noted above, this Center is in a developed area approximately 460 ft east of the maximum project disturbance limits. Existing intervening land uses provide a buffer between the Center and SR-55 that partially shields the Center from noise generated on SR-55 and would continue to shield noise in the future with the Build Alternatives. Although Sycamore Avenue is proposed to be used as a detour route during temporary mainline and ramp closures, that detoured traffic would not result in noise effects at the Center because the detours would occur overnight and the Center would not be in use overnight. As a result, the Build Alternatives would not result in short- or long-term indirect adverse noise effects on the Tustin Family and Youth Center.</li> <li>• <b>Natural Communities, Plant Species, and Animal Species:</b> This Center is characterized by nonnative and ornamental vegetation with a small grassy area and a few mature trees on the site. There would be no project construction on or in the immediate vicinity of this Center; therefore, there would be no temporary disturbance to the existing vegetation. The operation of the proposed project would not result in any direct or indirect effects on the vegetation at the Center. As a result, the construction and operation of the proposed project would not result in short- or long-term impacts to the vegetation at the Tustin Family and Youth Center.</li> </ul> <p>In summary, the proximity impacts of the Build Alternatives at the Tustin Family and Youth Center would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this Center.</p>

Sources: Tustin Unified School District, [www.tustin.k12.ca.us](http://www.tustin.k12.ca.us); Santa Ana Unified School District, [www.sausd.us](http://www.sausd.us); and California Department of Education, Education Demographics Unit, <http://dq.cde.ca.gov/dataquest>.

ac = acres  
 CO = carbon monoxide  
 ft = feet  
 I-5 = Interstate 5  
 K-5 = Kindergarten through 5<sup>th</sup> Grade  
 K-6 = Kindergarten through 6<sup>th</sup> Grade

mi= miles  
 MSAT = Mobile Source Air Toxics  
 ROW = right of way  
 sf = square feet  
 SR-55 = State Route 55

**This page intentionally left blank**