

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

This appendix discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the Project area that do not trigger Section 4(f) protection because either: (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 use the property and does not hinder the preservation of the property, or (5) the proximity impacts do not result in constructive use.

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."

As defined in 23 Code of Federal Regulations (CFR) 774.17, there is a use of land from a Section 4(f) property when one of the following occurs:

- (1) When land is permanently incorporated into a transportation facility;
- (2) When there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose as determined by the criteria in Section 774.13(d). Section 774.13(d) indicates that temporary occupancies of land that are so minimal as to not constitute a use within the meaning of Section 4(f) are exceptions to the requirement for Section 4(f) approval. Specifically, for the purposes of Section 4(f), such temporary occupancy of a Section 4(f) resource does not normally constitute use if each of the following five conditions is met (23 CFR 774.13(d)):
 - (a) Duration must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land;
 - (b) Scope of the work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal);
 - (c) There are no anticipated permanent adverse physical impacts, nor would there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;

- (d) The land being used must be fully restored (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project); and
 - (e) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.
- (3) When there is a constructive use of a Section 4(f) property as determined by the criteria in Section 774.15. Section 774.15(a) indicates a constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished.

B.1 Identification of and Evaluation of Project Effects on Section 4(f) Properties

The first step of the identification process consisted of reviewing various available technical and public documents, including publicly available maps, General Plans, and websites to identify parks, wildlife and waterfowl refuges, play and sports fields at public schools, reserves, trails, and historic sites within approximately 0.5 mile (mi) of the Project area shown on Figure B.1 that might qualify as properties requiring evaluation under Section 4(f). Those identified resources were then examined to determine whether they triggered the need for consideration under the requirements of Section 4(f). As shown in Figure B.1, two publicly owned parks, and one off-road trail were identified as being within 0.5 mi of the Project area. Those resources are described below, including discussion regarding why they do not trigger the requirements for protection under Section 4(f).

There are no wildlife and waterfowl refuges, or National Register of Historic Places (National Register) listed or eligible properties within 0.5 mile of the Project area.

B.1.1 Pico Park

Pico Park is located at 21950 Pico Street in the City of Grand Terrace and is owned and operated by the City of Grand Terrace. This park is approximately 0.3 mi southeast of the Interstate 215 (I-215)/Barton Road interchange in the City of Grand Terrace. This 9.3-acre (ac) park includes two basketball courts, one shelter with six tables and two barbecues, picnic tables, playgrounds, a tot lot area, walking/jogging tracks, two baseball/softball diamonds, and 24-hour video surveillance for the

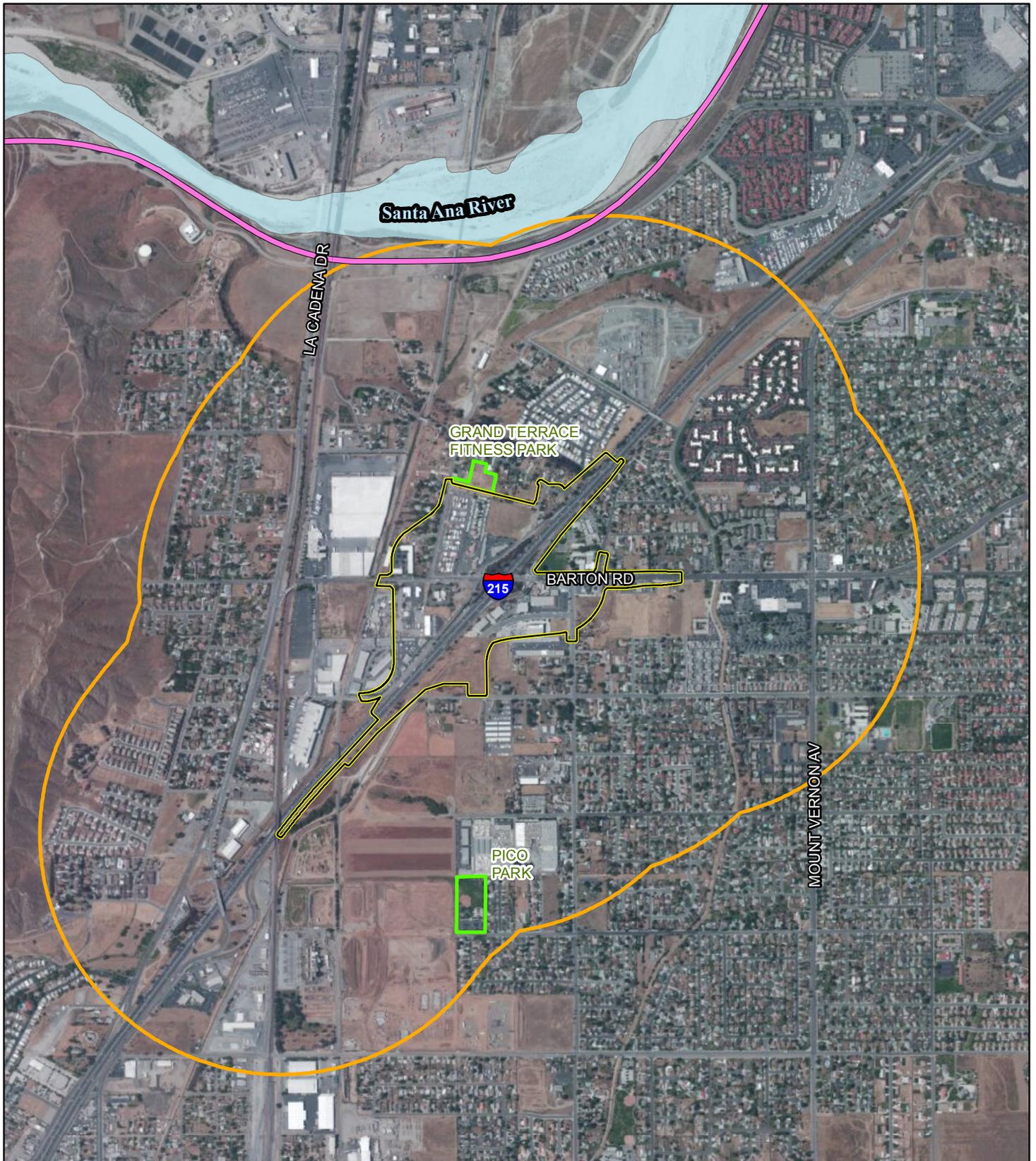
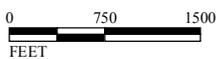


FIGURE B.1

LEGEND

- Project Area
- 0.5 Mile Radius
- Santa Ana River Trail
- Parks



SOURCE: Microsoft (5/2010)

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safety of park patrons. In addition, City of Grand Terrace residents and nonresidents can reserve picnic tables with a shelter and barbecues.

The Project would not result in the permanent use of any land from this park. No temporary construction easements (TCEs) or permanent surface, aerial, or subsurface easements are planned within the boundary of this park under the Build Alternatives. The facilities, functions, and/or activities of this park would not be impacted.

Due to the distance from the physical footprint of the Project (i.e., Project area), the technical studies prepared for the Project did not identify any changes to the accessibility, visual character, or quality of the park, or impacts to vegetation or wildlife in or surrounding the park. There would be no impacts related to traffic noise or air quality or water quality in the park vicinity. Based on the distance of this park from the location of the Barton Road/I-215 interchange and the presence of intervening land uses, the Build Alternatives would not result in proximity impacts on this park.

Because there is no permanent or temporary use of land from Pico Park and the Build Alternatives would not result in proximity impacts on this park so severe that the protected activities, features, or attributes that qualify this property for protection under Section 4(f) would be substantially impaired, the requirements for protection under Section 4(f) are not triggered.

B.1.2 Grand Terrace Fitness Park

Grand Terrace Fitness Park, located at 21937 Grand Terrace Road in the City of Grand Terrace, is owned and operated by the City of Grand Terrace. As of October 2013, the construction of this park on an approximately 2.6-ac parcel in the northwestern part of the City of Grand Terrace, was nearly complete. Grand Terrace Fitness Park currently features: fitness stations, covered picnic tables, restrooms, a drinking fountain, walking paths, a tennis court, a children's slide, limited on-site parking, a storage building, trash receptacles, lighting, and landscaping designed to be water conserving and informative. Items to be added prior to the final completion of the park include: a community activities area, a handball court, a turf area, and additional playground equipment. Vehicular and pedestrian access to the site is provided from a limited on-site parking area accessed directly from Grand Terrace Avenue. The park facilities are enclosed by a wrought iron and vinyl fence. The wrought iron portion of the fencing includes a gate. The gate is closed and locked when the park is closed. Grand Terrace Fitness Park is open from 6 AM to dusk 7 days per week.

The Grand Terrace Fitness Park is located northwest of the I-215/Barton Road interchange, on Grand Terrace Road, a few hundred feet south of the intersection of Grand Terrace Road and Vivienda Avenue. During the planning of the park, the City of Grand Terrace approved a Parcel Map that has an easement for transportation right of way over the alignment of what will be Fitness Park Way, a new local road that will extend from Grand Terrace Road east to La Crosse Avenue. This new local road would be constructed under each of the Build Alternatives. The location of the fenced park and Fitness Park Way are shown on Figure B.2. Figure B.2 also shows how Fitness Park Way will transition into the remaining portion of the existing La Crosse Avenue.

The construction of Fitness Park Way is expected to require two TCEs located on the south side of the new road, as shown on Figure B.2, one in Terrace Village RV Park and one in Grand Terrace Mobile Home Park. No TCEs or permanent surface, aerial, or subsurface easements are planned within the boundary of the Fitness Park under any of the Build Alternatives.

None of the Build Alternatives are expected to result in impacts to Grand Terrace Fitness Park. Caltrans transmitted a letter to the City of Grand Terrace on November 12, 2013, providing a summary for this conclusion and requesting that the City confirm their agreement, if they agreed. The City of Grand Terrace provided a letter on November 18, 2013, confirming their agreement that none of the Build Alternatives are expected to result in impacts to Grand Terrace Fitness Park.

Potential proximity impacts to the park, during construction and after construction, are discussed below.

B.1.2.1 Air Quality

Table 2.12.C in Section 2.12, Air Quality, shows the maximum amount of construction-related emissions during a peak construction day for the Build Alternatives. The emissions of particulate matter smaller than 10 microns in diameter (PM₁₀) and particulate matter smaller than 2.5 microns in diameter (PM_{2.5}) were estimated assuming a 50 percent control of fugitive dust from watering and other dust control measures required by the California Department of Transportation (Caltrans) and the South Coast Air Quality Management District (SCAQMD). Compliance with the Caltrans Standard Specifications Section 14-9 (Dust Control) and 39-3.06 (Asphalt Concrete Plant Emissions) during construction would reduce emissions generated by construction equipment. Additionally, best available control measures



FIGURE B.2

LEGEND

- Grand Terrace Fitness Park
- Geometrics for Alternatives 3, 6 & Modified 7 (Preferred Alternative)
- Temporary Construction Easement
- Proposed Right of Way
- Existing Fence



SOURCE: Microsoft (5/2010); San Bernardino Cnty. (3/2008, 9/2013)
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I-215/Barton Road Interchange Improvement Project
 Grand Terrace Fitness Park

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(BACM) specified in SCAQMD Rule 403 would be incorporated in the Project commitments to reduce fugitive dust emissions. With implementation of these standard measures (providing 50 percent effectiveness) and Measures AQ-1 through AQ-4 provided in Section 2.12, fugitive dust and exhaust emissions during construction of the Build Alternatives are not expected to result in substantial impacts to air quality at Grand Terrace Fitness Park.

Additionally, as discussed in the analysis provided in Section 2.12, the Build Alternatives would not result in any air emission concentrations exceeding the 1-hour or 8-hour carbon monoxide (CO) standards; would not create a new, or worsen an existing, violation of PM₁₀ or PM_{2.5}; would result in mobile source air toxic (MSAT) emissions similar to or lower than MSAT emissions in the study area compared to the No Build Alternative; and would not contribute substantially to regional vehicle emissions.

As discussed above, the Build Alternatives will not cause a constructive use of the Grant Terrace Fitness Park because the proximity impacts will not substantially impair the protected activities, features, or attributes of the park with respect to air quality.

B.1.2.2 Natural Resources

The native plant area in the northern part of Grand Terrace Fitness Park would not be directly or indirectly impacted during construction and operation of Fitness Park Way or the interchange improvements. The *Natural Environment Study (Minimal Impacts)* for the Project did not identify any sensitive animal species in this area. Accordingly, the Build Alternatives will not cause a constructive use of the Grant Terrace Fitness Park because the proximity impacts will not substantially impair the protected activities, features, or attributes of the natural resources of the park.

B.1.2.3 Noise

Short-term noise impacts during construction of the Build Alternatives, including Fitness Park Way, would result from construction crew commutes, movement of construction equipment and materials to the construction site, and the road construction. Construction related traffic in the immediate vicinity of Grand Terrace Fitness Park will be minimal as the park is located in an established residential area featuring streets designed for local use, and the Transportation Management Plan for the Project during construction will address this part of the Project area accordingly. Therefore, short-term construction worker commute and equipment transport noise

impacts would be minimal. Typical noise levels during the road construction at 50 feet (ft) from an active construction area range up to 91 A-weighted decibels (dBA) maximum instantaneous noise level (L_{max}) during the noisiest construction phases. As a result, areas in the Fitness Park may be subject to short episodes of construction noise reaching 91 dBA L_{max} along the southern boundary of the park as large equipment passes by during a few days of the heaviest grading of Fitness Park Way. Compliance with the construction hours specified in the City of Grand Terrace Municipal Code would be required for work on the local access road. In addition, construction of Fitness Park Way would be a short-term temporary condition, and the construction-related noise would cease when construction of the road is complete.

Long-term noise impacts were evaluated based on traffic volumes projected on I-215 and on local roads, including Grand Terrace Road and Vivienda Avenue. The Traffic Study for the Project did not include traffic volumes on Fitness Park Way. The three closest sensitive receptors to the Fitness Park are receptors R-66, R-92, and R-93 as shown in Figure 2.13.1, Section 2.13, Noise. The projected noise levels in 2040 at these receptors for any of the three Build Alternatives are 61, 60, and 58 dBA equivalent continuous noise level (L_{eq}), respectively, which represent a 0 to 1 dBA increase when compared to the No Build Alternative. These levels are below the Noise Abatement Criteria of 67 dBA L_{eq} for Section 4(f) sites (Category C).

As discussed above, the Build Alternatives will not cause a constructive use of the Grant Terrace Fitness Park because the proximity impacts will not substantially impair the protected activities, features, or attributes of the park with respect to noise.

B.1.2.4 Accessibility

Vehicular and pedestrian access to the park is provided from a limited on-site parking area accessed directly from Grand Terrace Avenue, a few hundred feet south of the intersection with Vivienda Avenue. During construction, under any of the Build Alternatives, access to and from the park will be maintained, including during construction of the new local road (Fitness Park Way), without exception. In the long term, access to and from Grand Terrace Fitness Park will continue to be provided via Grand Terrace Road and the small parking lot located north of the future intersection of Fitness Park Way with Grand Terrace Road.

Accordingly, the Build Alternatives will not cause a constructive use of the Grant Terrace Fitness Park because the proximity impacts will not substantially impair the protected activities, features, or attributes of the accessibility of the park.

B.1.2.5 Visual/Aesthetics

Patrons of the park would have temporary views of construction activities including staging, hauling, excavation, and pavement installation along Fitness Park Way that would be specifically—and only—related, to what is necessary to construct Fitness Park Way, which would include views of activities, equipment, and materials on the two TCEs on the south side of the new access road. They may also have more distant temporary views of construction of the interchange facilities. In the long term, patrons of Grand Terrace Fitness Park would have partial views of Fitness Park Way, a new local two lane street, which would be at almost the same grade as the perimeter of the park. This view will be partially disrupted by the vegetation planted within the park and the fence along the border of the park. The vegetation within the park will not be impacted by any of the Build Alternatives. The freeway and the existing southbound off-ramp are somewhat visible in the existing view from the park area. The new southbound off-ramp for all of the Build Alternatives is expected to be visible from the eastern and southeastern portions of the park, however this view will be obstructed by vegetation and the park's border fence.

Patrons of Grand Terrace Fitness Park would have only short-term views of only a limited portion of the area associated with the Build Alternatives, and would have views of Fitness Park Way, the southbound off-ramp, and freeway (after construction) similar to views of existing Grand Terrace Avenue, southbound off-ramp, and freeway, respectively.

Accordingly, the Build Alternatives will not cause a constructive use of the Grant Terrace Fitness Park because the proximity impacts will not substantially impair the protected activities, features, or attributes of the visual/aesthetic aspects of the park.

B.1.2.6 Water Quality

There are no surface waters on or in the immediate vicinity of Grand Terrace Fitness Park. Pollutants of water quality concern during Project construction, under any of the Build Alternatives, including construction of the new local road, Fitness Park Way, include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals, all of which can have a detrimental effect on surface water or groundwater quality. During construction, excavated soil would be exposed, and there would be an increased potential for soil erosion, temporarily. Chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction with the potential to be transported via storm runoff into receiving waters. As discussed in Section 2.9, Water

Quality and Stormwater Runoff, under the National Pollutant Discharge Elimination System (NPDES) permit(s), applicable to any of the Build Alternatives, construction of the Project would include preparation and implementation of a construction Storm Water Pollution Prevention Plan (SWPPP) including best management practices (BMPs) to minimize erosion and prevent spills. As part of the Project, bioswales are proposed to treat runoff from the interchange to minimize impacts to water quality. The SWPPP and BMP requirements would apply to the construction of Fitness Park Way as well as to the interchange improvements.

Based on proper design, implementation, and maintenance of construction and operation BMPs, no short- or long-term surface water quality impacts are expected to occur during construction and after construction, including in the portion of the project area immediately adjacent to and in general close proximity to the park. All drainage from Fitness Park Way and other portions of the interchange improvement are planned to be directed away from the park, thereby avoiding any potential flooding or water quality impacts to the park. As a result, the Build Alternatives will not cause a constructive use of the Grant Terrace Fitness Park because the proximity impacts will not substantially impair the protected activities, features, or attributes of the park with respect to water quality.

In summary, Project construction and after construction traffic operations specifically related to the I-215/Barton Road Interchange Improvement Project, would not cause direct impacts to Grand Terrace Fitness Park and are not expected to result in any minor short- or long-term proximity impacts to the park, such that the protected activities, features, or attributes that qualify this property for protection under Section 4(f) would be impaired.

B.1.2.7 Santa Ana River Trail

Santa Ana River Trail is a Class 1 Trail (off-street paved path) that parallels the Santa Ana River and intersects with a number of established bicycle lanes/facilities and local streets along its alignment. As a result, this trail can be widely accessed by foot or bicycle from a large number of places along its entire length. In the study area for the Project, public parking to access the trail is available along local streets near the trail. Bicyclists and pedestrians are allowed to park on these local streets, providing them with several access points to the Santa Ana River Trail.

The trail crosses under Interstate 10 (I-10) and I-215 just south of the I-10/I-215 interchange. Within the City of Grand Terrace, the trail is a paved asphalt path that is

12 ft wide and divided into two lanes so that cyclists may ride abreast and to allow for safe passing. The Santa Ana River Trail accommodates bicyclists, rollerbladers, joggers, and pedestrians. The segment of the trail in the City of Grand Terrace has only moderate topography and provides views of the Santa Ana River, developed areas, and wildlife.

Features that make the Santa Ana River Trail special include its length and route, its views of natural and developed areas along the trail alignment, and the access that the trail provides to other recreational facilities, including parks and additional trails.

The Project would not result in the permanent use of any land from this trail. No TCEs or permanent surface, aerial, or subsurface easements are planned along the trail under the Build Alternatives. The facilities, functions, and/or activities of the trail would not be impacted.

Due to the distance from the Project area, the technical studies prepared for the Project did not identify any changes to the accessibility, visual character, or visual quality of the park, or impacts to vegetation or wildlife in or surrounding the park. There would be no impacts related to traffic noise or air quality in the trail vicinity.

As discussed above, under the NPDES permits applicable to all the Build Alternatives, the Build Alternatives would include preparation and implementation of a construction SWPPP, including BMPs to minimize erosion and prevent spills. Treatment BMPs would also be included as part of the Project design to minimize impacts to the Santa Ana River.

Based on the distance of this trail from the location of the I-215/Barton Road interchange the presence of intervening land uses, and the requirement to adhere to applicable regulations, construction of the Project, under any of the Build Alternatives, would not result in proximity impacts to the Santa Ana River Trail.

Because there is no permanent or temporary use of land from the Santa Ana River Trail and the Build Alternatives would not result in proximity impacts to the trail, the protected activities, features, or attributes that qualify this property for protection under Section 4(f) would not be impaired, and the requirements for protection under Section 4(f) are not triggered.

B.2 Summary

The Build Alternatives would not result in the permanent use of land from any Section 4(f) properties, would not require temporary or permanent easements at any Section 4(f) properties, and would not result in constructive use of any Section 4(f) properties.

B.3 Correspondence

The November 12, 2013 Caltrans letter to the City of Grand Terrace and the City's November 18, 2013 response letter are provided on the following pages.