

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

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

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 section of the document discusses parks, recreational facilities, wildlife refuges and historic properties found within or adjacent to the project area that do not trigger Section 4(f) protection either because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, 4) the project does not permanently use the property and does not hinder the preservation of the property, or 5) the proximity impacts do not result in constructive use.

The proposed project would involve construction of a tight diamond interchange on State Route (SR) 210 at Pepper Avenue, and the widening of Pepper Avenue from two lanes to four lanes, within the City of Rialto and a small portion of the City of San Bernardino. The next interchange along SR-210 to the west is Riverside Avenue and to the east is State Street/University Parkway. This proposed project is included in the 2013 Federal Transportation Improvement Program (FTIP) as project number 20110110. It is also included in the Southern California Association of Governments (SCAG) 2012–2035 Regional Transportation Plan (RTP) as project number 4M1007. The purposes of the proposed project include providing improved regional connections to the local transportation network in Rialto, providing improved connections between SR-210 and Interstate 10 (I-10), and implementing interchange improvements that are consistent with the existing local planning documents.

Within the study area and 0.5-mile radius of the project site, the only officially designated recreational area is Frisbie Park, a public park that covers approximately 25 acres and contains six baseball/softball fields, two basketball courts, and a playground. Frisbie Park is located approximately 0.25 mile west of the center of the project site (i.e., the proposed Pepper Avenue) on the southern edge of the SR-210 right of way. According to available baseball and softball league schedules, the park is most heavily used on weekday nights and throughout the day on weekends.

Anne Shirrells Park, also a recreational facility, is a 12-acre public park located 1.2 miles east of the project site and outside of the study area boundary. Because of the lack of potential for the proposed project to affect the park, either directly or indirectly, further discussion of this facility is not included in the Section 4(f) analysis.

The following Section 4(f) resource, Frisbie Park, is located adjacent to the project site; refer to Figure B-1. A description of the resource is provided below. An explanation on why the project does not result in a “use” of the resource, is also provided below.

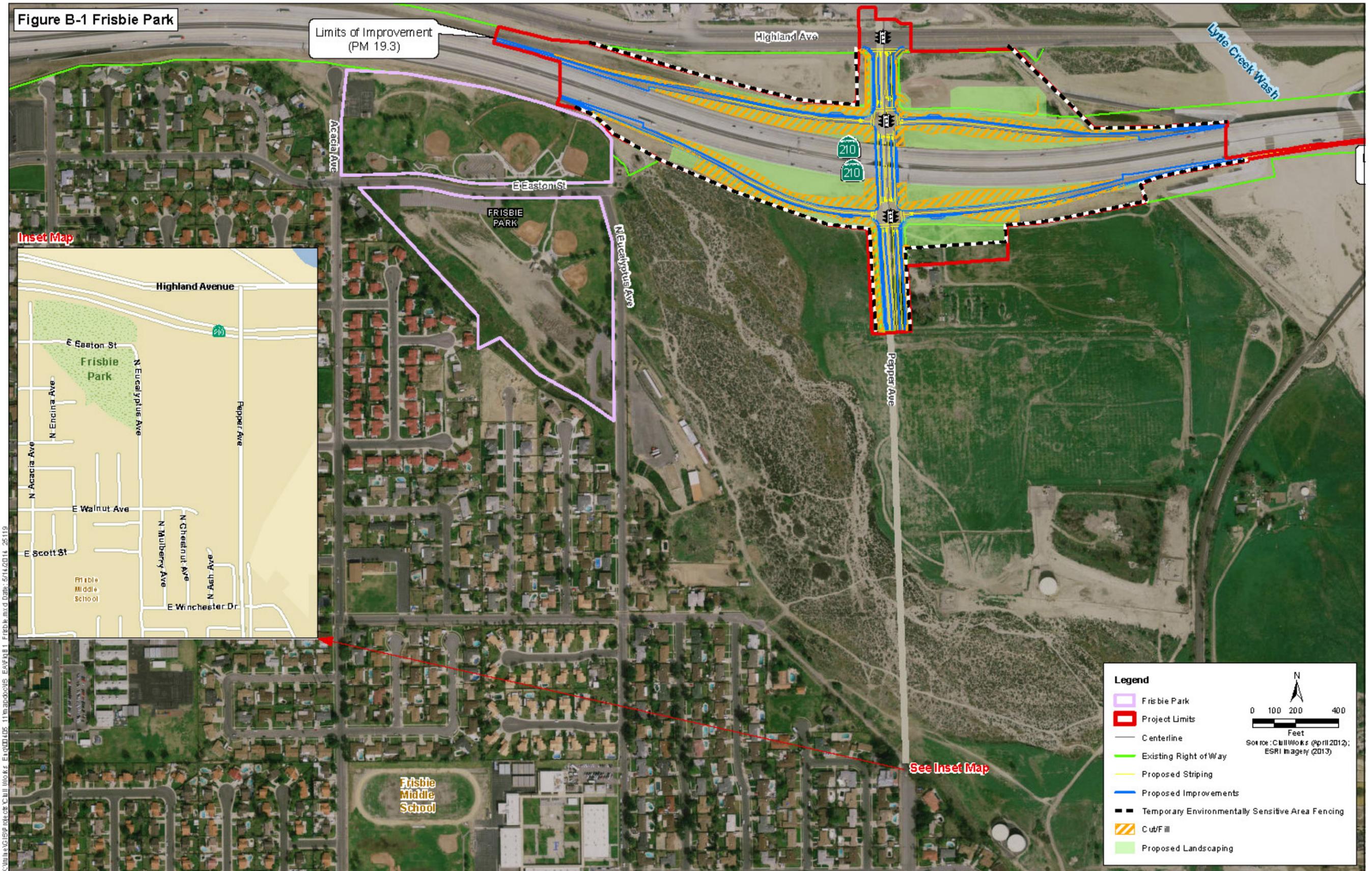
Frisbie Park, 1901 North Acacia Avenue, Rialto, CA 92376

Frisbie Park is an approximately 25-acre public park located just south of SR-210 and bounded by Acacia Avenue to the west, Eucalyptus Avenue to east, and intersected by Easton Street. The park consists of two basketball courts on hardtop surface located along Acacia Avenue, six baseball diamonds/ball fields located along Easton Street and Eucalyptus Avenue, playground equipment along Easton Street, and three parking areas on the north and south of Easton Street, and at the south end of the park along Eucalyptus Avenue, respectively. Nighttime lighting is provided for each of the ball fields. As a public park, Frisbie Park is protected under the provisions of Section 4(f).

Although the eastbound off-ramp of the proposed interchange would be immediately adjacent to Frisbie Park, the project would not involve acquisition of any part of the park property as the ramp would be entirely within the SR-210 right of way. Construction activities would occur outside the park property and park access would be maintained throughout construction and operation. Accordingly, no direct use of the park property would result from project implementation.

Air quality emissions during construction would be temporary and intermittent and would not affect the functions, attributes, or features of the park such that its continued use by park visitors during construction would be diminished. Thus, the temporary air quality proximity impact to Frisbie Park would be minor and not result in a constructive use because the proximity impacts will not substantially impair the protected activities, features, or attributes of the park.

The project would comply with Caltrans’ Standard Specifications and SCAQMD’s Rule 403 to minimize air quality effects on the park during construction. Further, operation of the project would not result in any new or more severe exceedances of state or federal air quality standards (i.e., no proximity impacts related to air quality and long-term operation of the project).



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In addition, noise generated by construction equipment would be perceptible by park visitors, as people are able to begin to detect sound level increases of 3 dB in typical noisy environments. However, this would be temporary and intermittent. Frisbie Park's primary function is as an outdoor play area used for youth sports with an existing noise environment that is dominated by traffic noise from the existing SR-210. Accordingly, the park is not reliant on a quiet or tranquil environment in order to function. According to the State Route 210/Pepper Avenue New Interchange Noise Study Report (January 2014), noise generated from traffic during operation of the project is predicted to range between 64 and 69 dBA $L_{eq}(h)$; this would represent an increase of up to approximately 2 dBA L_{eq} measured at the park in comparison to existing noise levels. In typical noisy environments, changes in noise of 1 to 2 dBA are generally not perceptible. Accordingly, the proposed project will not cause a constructive use of Frisbie Park because the proximity impacts will not substantially impair the protected activities, features, or attributes of the park.

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