

Appendix B Resources Evaluated Relative
to Requirements of Section
4(f) and Preliminary De
Minimis Determination

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B.1 Introduction

B.1.1 Section 4(f)

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 United States Department of the Interior and, as appropriate, the United States Departments of Agriculture and 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 is also needed.

Title 49 USC Section 303 and Title 23 USC Section 138 simplified the process and approval of projects that have only de minimis impacts on lands impacted by Section 4(f). Under the new provisions, once the United States Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property results in a de minimis impact, analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project being, or has been, carried out by the

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

B.1.2 Definitions of Use, Temporary occupancy, and Constructive Use of Section 4(f) Properties

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)):
 - 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;
 - 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);
 - 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;
 - 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
 - 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.2 Project Description

B.2.1 Project Background/History

The proposed median-to-median connector is a later phase of the Eastern Transportation Corridor (ETC, State Route 241 [SR-241]) project which was approved in 1994. That connector was evaluated as a SR-241/State Route 91 (SR-91) high occupancy vehicle (HOV) direct connector in the 1991 ETC Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS), 1992 ETC Final EIR, and the 1994 ETC Final EIS (all of which studied a broader project area with improvements on State Route 133 [SR-133], SR-241, and State Route 261 [SR-261], which were collectively referred to as the ETC).

The Systems Management Concept (SMC) for the ETC projected that the Build Alternatives evaluated in the ETC EIR and EIS would be staged, incorporating general purpose traffic and eventually HOV lanes, to meet forecasted demand. Under the SMC, the ETC construction would be completed in one stage, with three or more phases.

To implement this later phase of the ETC, a Supplemental EIR/EIS has been prepared to:

- Focus on the northern end of the original project;
- Address changes to environmental conditions and regulatory requirements;
- Address the extended Project Limits on SR-91 to the east; and
- Comply with 23 Code of Federal Regulations (CFR) 771.129(b): *A written evaluation of the final EIS will be required before further approvals may be granted if major steps to advance the action (e.g., authority to undertake final design, authority to acquire a significant portion of the right-of-way, or approval of the plans, specifications, and estimates) have not occurred within three years after the approval of the final EIS...* Because the SR-241/SR-91 Express Lanes

Connector design was postponed longer than 3 years after the ETC Final EIS approval, the median-to-median connector is required to be re-evaluated in compliance with NEPA.

B.2.2 Project Location and Description

The California Department of Transportation (Caltrans) District 12, in cooperation with the Foothill/Eastern Transportation Corridor Agency (F/ETCA) proposes the SR-241/SR-91 Express Lanes Connector Project (Proposed Project) to construct a median-to-median connector between existing SR-241 and the existing tolled lanes in the median of SR-91 (*91 Express Lanes*). SR-241 is a tolled facility, starting at the Oso Parkway interchange, in south Orange County, to its terminus at SR-91. The *91 Express Lanes* is a two-lane tolled facility, in each direction, in the median of SR-91, from State Route 55, to the Orange/Riverside County line (east of the SR-241 interchange). The location and Project Vicinity are shown on Figure B.1. The existing interchange connects all lanes of the northbound and southbound SR-241 to non-tolled, general purpose lanes of eastbound and westbound SR-91. There is currently no direct connection between the SR-241 and the *91 Express Lanes*.

B.2.3 Purpose and Need

The Purpose and Need for the Proposed Project is summarized below. Please refer to Chapter 1, Proposed Project, for a detailed discussion.

B.2.3.1 Purpose of the Proposed Project

As discussed in the ETC Final EIR and Final EIS, the overall objective of the ETC was to accommodate traffic growth associated with planned and approved development in Orange County. The Proposed Project would implement the build out of the ETC.

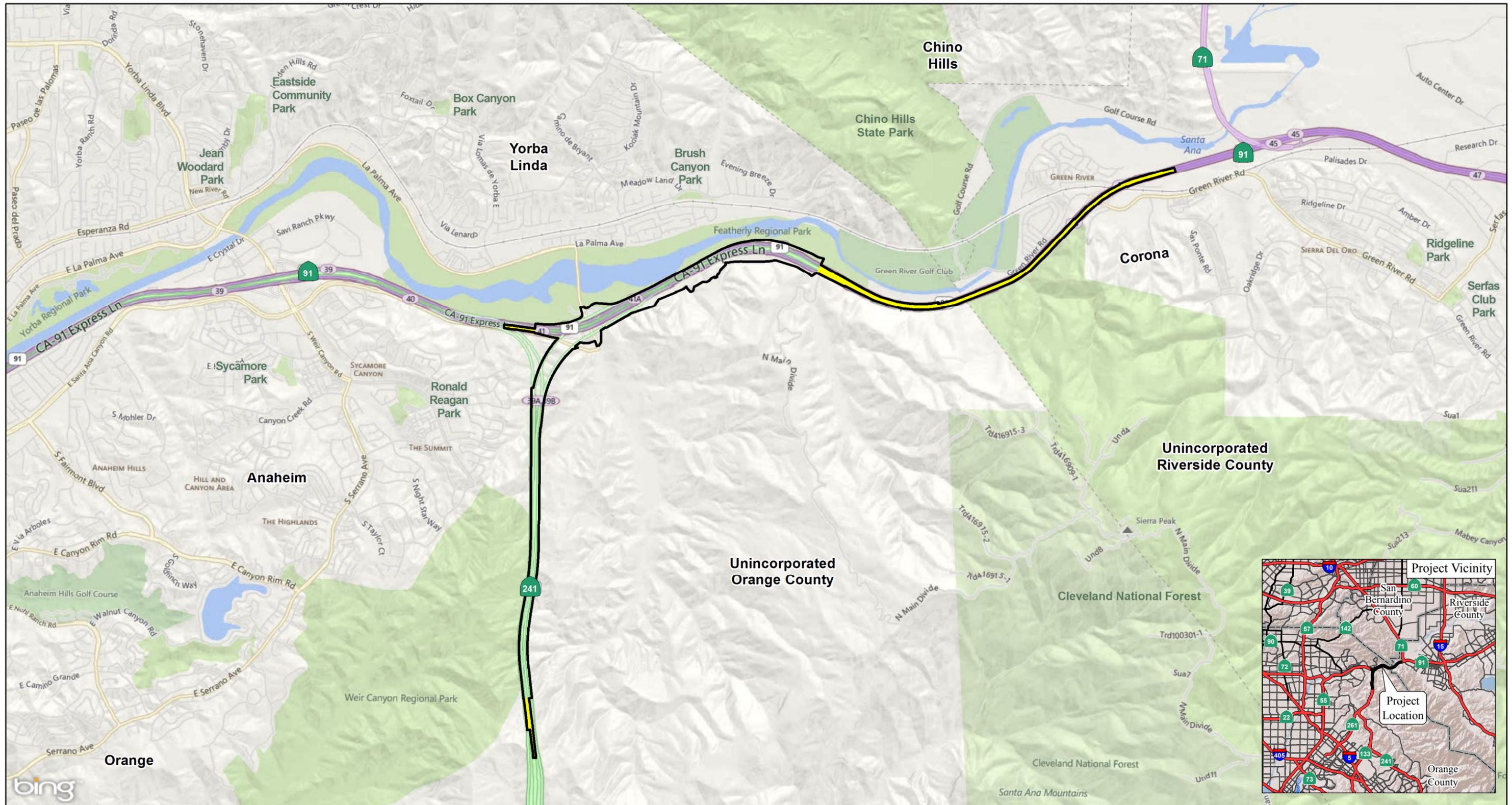
B.2.3.2 Need for the Proposed Project

The Proposed Project is needed to provide a direct connection between SR-241 and the *91 Express Lanes* to accommodate the build out of the ETC, as well as existing and future transportation demand.

B.2.4 Project Alternatives

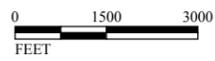
B.2.4.1 Build Alternative

A two-lane express lane median-to-median connector would be constructed between SR-241 and SR-91 under the Build Alternative that would connect lanes from the median of northbound SR-241 to the existing eastbound median *91 Express Lanes*.



LEGEND

- Project Location
- Advance Signage Areas



SOURCE: Bing (2014)

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FIGURE B.1

SR-241/SR-91 Express Lanes Connector
Project Location

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The reverse movement would also be accommodated, from the westbound *91 Express Lanes* to the median of southbound SR-241. The connector would be tolled. The location of the Build Alternative was shown earlier on Figure B.1.

The Build Alternative would merge into the existing Orange County Transportation Authority *91 Express Lanes* at Coal Canyon Undercrossing. The Riverside County Transportation Commission's SR-91 Corridor Improvement Project (CIP) will extend the express lanes on SR-91 east to I-15. The Build Alternative is compatible with the approved SR-91 CIP for both the initial and ultimate configurations, including the number and widths of the express lanes, express auxiliary lanes, and general purpose lanes.

Chapter 2, Project Alternatives, in the Supplemental EIR/EIS, provides a detailed description of the permanent and temporary features of the Build Alternative.

B.2.4.2 No Build Alternative

The No Build Alternative would maintain the existing configurations of SR-241 and SR-91 in the project area including the existing interchange configuration. Under the Build Alternative, no direct toll connector would be constructed between SR-241 and the 91 Express Lanes. As such, the existing toll gap between SR-241 and the 91 Express Lanes would not be closed. In addition, under the No Build Alternative, motorists would not be prevented from inappropriately queue jumping during congested traffic periods, thereby continuing to disrupt traffic flow on the northbound SR-241 connector to the eastbound SR-91 general purpose lanes during the PM peak hours.

B.3 Identification of Section 4(f) Properties

The Study Area for the Proposed Project for the identification of use effects on Section 4(f) properties was defined as an area 0.5 mile from the project limits. The project limits were defined as defined as the right-of-way limits for the Build Alternative. The project limits include areas within the right-of-way as well as areas temporarily disturbed during project construction. The Study Area for National Register of Historic Places (National Register) -listed and -eligible cultural properties was based on the area of potential effects (APE) as defined in the *Supplemental Historic Property Survey Report* (HPSR, September 2015).

Properties in the Study Area potentially eligible for protection under Section 4(f) were identified if they were:

- Existing publicly owned recreation and park resources, including local, regional, and State resources;
- Existing play and sports fields at public schools with public access. Because many public schools and school districts use or allow the use of public school play and sports fields for nonschool activities such as organized youth sports, the play and sports fields areas at public schools with public access were considered in this analysis;
- Publicly owned wildlife and water fowl refuges and conservation areas;
- Existing public bicycle, pedestrian, and equestrian trails; or
- Listed or eligible National Register historic sites.

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 in the Study Area that might qualify as Section 4(f) properties requiring evaluation. Those identified resources were then examined to determine whether they triggered the need for consideration under the requirements of Section 4(f). A small part of one property, the Irvine Ranch National Natural Landmark (NNL), which includes Irvine Ranch Open Space, Gypsum Canyon Nature Preserve, Weir Canyon Nature Preserve, Fremont Canyon Nature Preserve, Limestone Canyon Nature Preserve, and the future Black Star Canyon Wilderness Park, was identified as being within the limits. The Gypsum Canyon Nature Preserve is the part of the NNL which is within the project limits. The NNL is described in detail in Table B.1.

Based on the findings reported in the Supplemental HPSR, there are no Section 106 Historic Properties within the APE for the Proposed Project.

Figure B.2 shows the locations of the NNL and other park and recreation resources in the Study Area.

Table B.1 Irvine Ranch National Natural Landmark

Name and Address	Owner/Operator	Description
<p>Irvine Ranch National Natural Landmark (NNL)</p> <p>Northeast Orange County, south of SR-91</p> <p>The approximately 40,000-acre Irvine Ranch NNL includes Irvine Ranch Open Space, Gypsum Canyon Nature Preserve (the part of the NNL in the project limits), Weir Canyon Nature Preserve, Fremont Canyon Nature Preserve, Limestone Canyon Nature Preserve, and the future Black Star Canyon Wilderness Park. Specific features in the NNL include Loma Ridge, Laguna Laurel, and Limestone Canyon. This area was originally part of the Irvine Ranch.</p> <p>Refer to Figure B.1 for the location of Gypsum Canyon Nature Preserve.</p>	<p>Owner: Orange County Parks</p> <p>Operator: Orange County Parks and the Irvine Ranch Conservancy</p>	<p>This NNL was designated by the Department of the Interior (DOI) in 2006 while the majority of the land was still owned by The Irvine Company. The NNL extends across the original Irvine Ranch from south of SR-91 and east of SR-241 to just north of the City of Irvine. There is substantial change in grade from SR-91 to the NNL with the NNL at a substantially higher elevation than the freeway mainline. This area is also a designated California Natural Landmark.</p> <p>As defined in 36 Code of Federal Regulations (FR 62, NNLs are areas of exceptional value to the nation as a whole. NNLs identify and preserve natural areas that best illustrate the biological and geological character of the United States, enhance the scientific and educational values of preserved areas, strengthen public appreciation of natural history, and foster greater concern for the conservation of the nation's natural heritage. NNLs designated by the DOI are listed in the National Registry of Natural Landmarks. The NNL designation does not change the land use or land use designation of the area and does not change the ownership of the land. This NNL includes areas of natural beauty, native plants (coastal sage scrub, chaparral communities, and rare Tecate cypress woodlands) and animals, and geological resources. NNLs are not currently defined as meeting the requirements for protection under Section 4(f).</p> <p>On June 30, 2010, it was announced that The Irvine Company had donated the NNL to the County of Orange for use as a public park and that the County of Orange Board of Supervisors had accepted that donation. As a result, the NNL is now considered a public park and, therefore, would trigger the requirements for protection under Section 4(f).</p> <p>Recreational facilities in the NNL include bike, equestrian, hiking, and multi-use trails; and restrooms. The NNL is open for limited public use. Day use is available through scheduled programs or on designated wilderness access days only.</p>

Sources: Orange County Parks, Website: <http://ocparks.com/civicax/filebank/blobdload.aspx?BlobID=21787>: Irvine Ranch open space (accessed August 31, 2015); "Irvine Co. gives 20,000 acres of open space to Orange County" (Los Angeles Times, June 30, 2010; Los Angeles Times, Website: <http://articles.latimes.com/2010/jun/30/local/la-me-irvine-ranch-20100630>); and Irvine Ranch Natural Landmarks, Website: <http://letsgooutside.org/> (accessed August 31, 2015).

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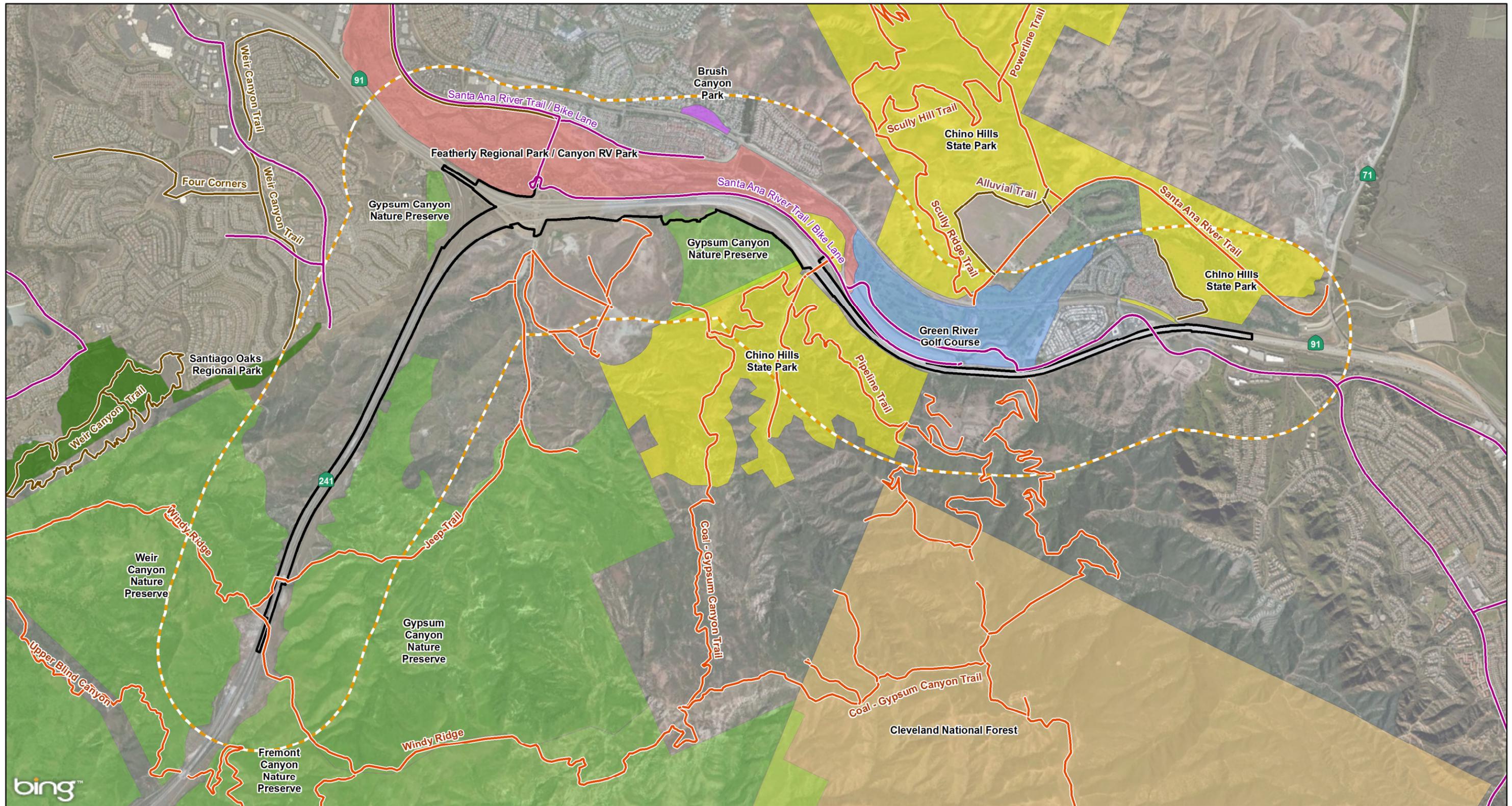
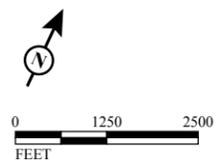


FIGURE B.2

LEGEND

- Project Area
- Half-mile Radius from Project Area
- National Natural Landmark (with Preserve names)
- Featherly Regional Park (1)
- Green River Golf Course (1)
- Chino Hills State Park (1)
- Santiago Oaks Regional Park (1)
- Brush Canyon Park (1)
- Cleveland National Forest
- Existing Bike Trail
- Existing Trail
- Fire Trail

(1) Refer to Attachment A for a discussion of these resources in the study area.



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

This section of the document 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 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.

Properties outside the project limits for the Build Alternative but which could meet the criteria for protection under Section 4(f) were evaluated based on whether the Build Alternative would result in constructive use of those properties. The project limits are defined as the ultimate right-of-way limits for the Build Alternative. The project limits include areas within the ultimate right-of-way as well as areas temporarily disturbed during project construction. The detailed analyses documented in the project technical reports and the Supplemental Environmental Impact Report/Environmental Impact Statement did not identify any project impacts that, with mitigation, would be so severe that the activities, features, or attributes that would qualify properties in the vicinity of the project limits for protection under Section 4(f) would be substantially impaired. The indirect impacts of the Build Alternative in the vicinity of those properties would not meaningfully reduce or remove the values of those resources in terms of their Section 4(f) significance. As a result, the requirements for protection under Section 4(f) were not triggered at those properties. The documentation supporting the determination that the Build Alternative project would not result in a constructive use of any Section 4(f) properties is provided in Attachment A, Other Resources Evaluated Relative to the Requirements of Section 4(f). Attachment A discusses those properties and the analyses supporting the conclusions that the Build Alternative would not result in constructive uses of those properties that would trigger the requirement for protection of those properties under Section 4(f).

B.5 Section 4(f) De Minimis Determination

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance

alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) de minimis findings is codified in 23 CFR 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

B.5.1 Irvine Ranch National Natural Landmark

This section discusses the use of land in the Irvine Ranch National Natural Landmark (NNL) by the Build Alternative (permanent incorporation of the land into a transportation facility). The analysis and evaluation in this section focus on the effects of the Build Alternative on the NNL. This Section 4(f) property was evaluated to assess the amount of land that would be used (permanently incorporated in the Build Alternative) from that resource by the Build Alternative. This was evaluated based on overlaying the project limits on the geographical information system (GIS) mapping of the boundary of the NNL, and the total area anticipated to be used by the Build Alternative at that resource. The project limits are defined as the right-of-way limits for the Build Alternative. The project limits include areas within the right-of-way as well as areas temporarily disturbed during project construction. As a result, the project footprint/right-of-way includes all the land that will be permanently incorporated into the transportation facility.

No temporary construction easements (TCEs), or other temporary uses of land outside the defined project limits are anticipated at the NNL. As a result, no temporary occupancy for temporary construction staging areas or TCEs will occur at that resource. Therefore, no evaluation of temporary occupancy of land from this Section 4(f) property was required.

The Build Alternative will not include any permanent surface, subsurface, or aerial easements at the NNL. Therefore, no evaluation of permanent easements at this Section 4(f) property was required.

B.5.1.1 Use of the Irvine Ranch National Natural Landmark under the Build Alternative

Figure B.3 shows the area in the NNL that would be used by the Build Alternative. The area that would be used is in the northeastern part of the Gypsum Canyon Nature Preserve, which is one of three separate areas in the Gypsum Canyon Nature Preserve, all of which are in the NNL. As shown on Figure B.3, the Build Alternative would use approximately 5 acres of land in the Gypsum Canyon Nature Preserve for hillside grading to accommodate widening of SR-91 to the south. This Nature Preserve is currently open to the public for limited public use with day use available through scheduled programs or on designated wilderness access days only.

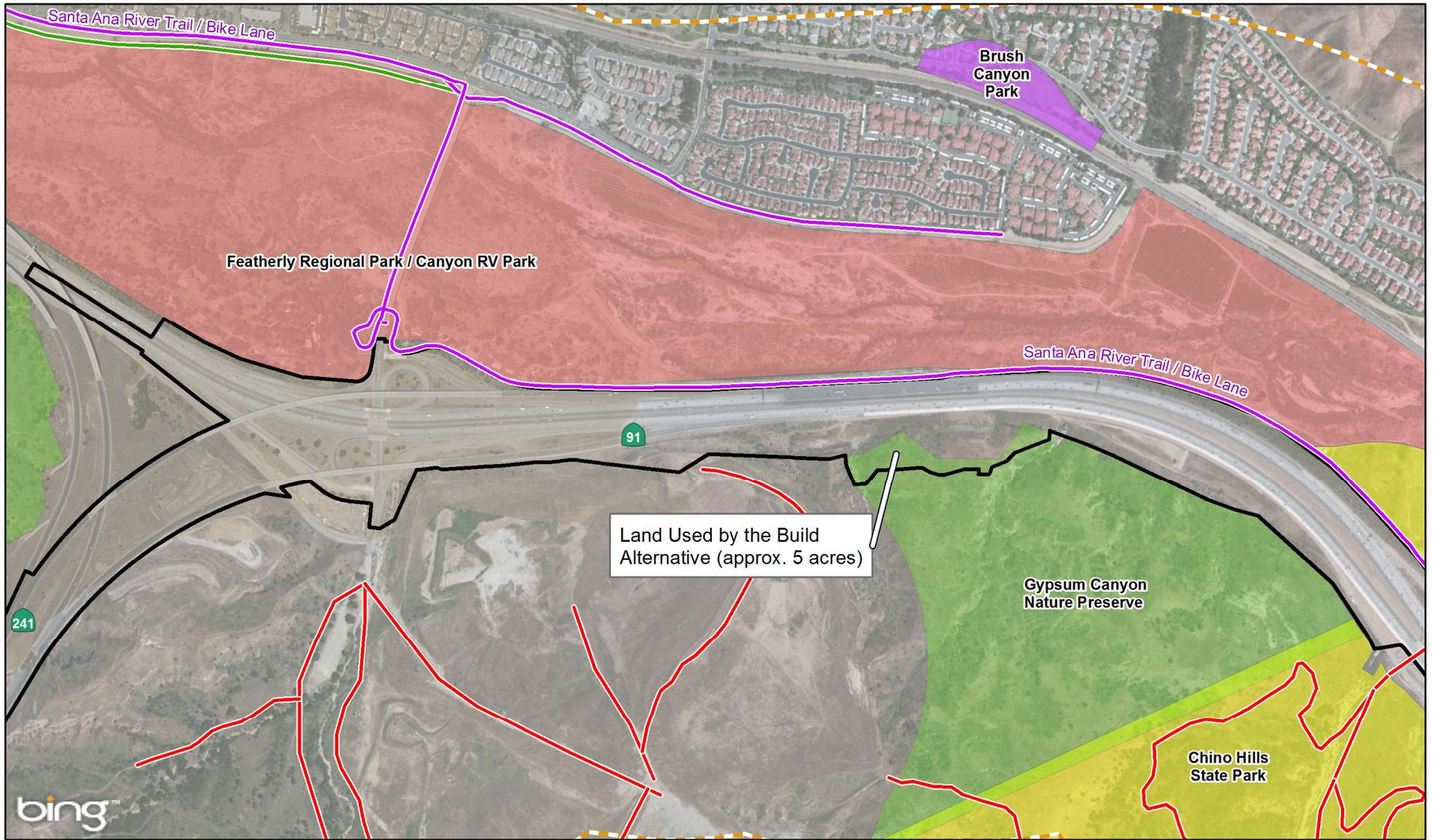
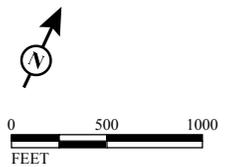


FIGURE B.3

LEGEND

- Project Area
- Half-mile Radius from Project Area
- National Natural Landmark (with Preserve names)
- Featherly Regional Park
- Chino Hills State Park
- Brush Canyon Park
- Existing Bike Trail
- Existing Trail
- Fire Trail



SOURCE: Bing Maps (2014); OC Parks (2012); Eureka Cartography (2007); Hikes Peak (2015); Gaia GPS (2015)
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The comprehensive measures for impacts to the natural environment (Measures NC-1 through NC-16, AS-1 through AS-7, PS-1 and PS-2, and TE-1 through TE-7), paleontology (PAL-1), water quality (WQ-1 through WQ-4 and W-12, W-14, W-15, and E-1 through E-10), would be implemented to avoid, minimize, and/or mitigate impacts to natural resources. Measures V-1 through V-7 and C-19 would minimize visual impacts associated with the physical changes within the Project Area. Slopes temporarily disturbed during construction would be reseeded with native species. Views from the NNL would only be temporarily affected since graded areas would recover within a few years. Therefore, natural environment, water quality, and visual impacts would be minimal.

The 5-acre area represents only a very small percentage (0.013 percent) of the total acreage of the NNL. The conversion of approximately 5 acres of the land in the NNL, immediately adjacent to existing SR-91, would not affect the activities, features, and attributes of the Gypsum Canyon Nature Preserve and the NNL and, therefore, is not considered a substantial impact to this property.

B.5.1.2 Use of the Irvine Ranch National Natural Landmark under the No Project Alternative

The No Project Alternative does not propose the construction and operation of improvements within or in the vicinity of the SR-241/SR-91 interchange. Therefore, the No Project Alternative would not use any land from the NNL.

B.5.2 Preliminary De Minimis Determination

Caltrans proposes a de minimis finding for this Section 4(f) impact.

Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This revision provides that once the United States Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a de minimis impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be

affected by a project action. The determination is made after consideration of mitigation measures to minimize impacts.

De minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not adversely affect the activities, features, and attributes of the Section 4(f) resource. Caltrans must make a finding for each resource and the responsible official with jurisdiction over each resource must agree in writing with that finding.

The primary features of the NNL include its overall size, the wide range of natural resources and geographic features in the NNL, the connections to other open space and wilderness areas for wildlife, the NNL designation itself, and the overall value of such a large area of open space in a largely urbanized area. Although the Build Alternative would remove 5 acres of coastal sage scrub from the NNL, it would occur at the northern limit of the NNL, adjacent to a steep slope, just south of SR-91. As such, it would not affect any connections to other open space or wilderness areas. The Build Alternative would not substantially impact the natural resources in the NNL or affect the access into/out of the Nature Preserve, and there would be no interference with the features, activities, attributes, or purposes of the Nature Preserve or the NNL, on either a temporary or permanent basis under the Build Alternative. Based on the information discussed above, Caltrans has made a preliminary de minimis finding for the use (permanent incorporation) of 5 acres of land from the NNL and that the Build Alternative satisfies the criteria for de minimis under Section 4(f).

B.5.3 Documentation of Consultation Regarding the Irvine Ranch National Natural Landmark

Caltrans submitted a letter to John Gump, Operations Manager, Orange County Parks on October 15, 2015, notifying him that Caltrans has determined that the Proposed Project improvement at the Irvine Ranch NNL will be considered a de minimis impact per 23 CFR 774. The letter indicated that this finding is based on the isolated nature and lack of recreational amenities on the subject parcel and that the Proposed Project would not result in a direct use impact or an indirect use impact as defined by Section 4(f) because the Proposed Project would not interfere with any established activities or use, thereby qualifying for a de minimis impact.

B.5.4 Public Notice

Refer to Chapter 5, Comments and Coordination, for information regarding the public notice and consultation process for the Proposed Project. The circulation of the Draft Supplemental EIR/EIS and the public hearing process for the Draft Supplemental EIR/EIS will provide additional opportunities for public review and comment on the project, including consideration of the project effects at the NNL.

B.6 Coordination on Section 4(f) Properties

On January 28, 2015, the F/ETCA staff met with representatives from the County of Orange and The Irvine Company to discuss the Proposed Project, which would include a cut slope with terrace- and down-drains south of SR-91. This project feature would encroach into Assessor's Parcel Number (APN) 085-071-56, owned by the County of Orange and parts of the Gypsum Canyon Nature Preserve and the Irvine Ranch National Natural Landmark (NNL). Michael Haubert, Deputy County Counsel for the County of Orange, stated that he believed that the proposed work was consistent with the provisions of the Gift Deed, which transferred the property from The Irvine Company to Orange County Parks. Mr. Haubert indicated that the Proposed Project improvements on the County parcel did not warrant a "Proposed Activity" and related "Approval Process" referenced within the Grant Deed of Conservation Easement. Mr. Haubert agreed with Mr. Gump, Operations Manager, Orange County Parks, that the County would not want to maintain a property that was part of an F/ETCA project.

Subsequent to this meeting, F/ETCA staff met with Caltrans staff on June 3, 2015, to discuss potential right-of-way changes, maintenance of the slope, and required access. Caltrans indicated that the preferred course of action would be for the State to permanently acquire this area of APN 085-071-56 as part of the Proposed Project and maintain it as part of the SR-91 right of way. It was determined that the area of land that would be acquired from APN 085-071-56 would be approximately 5 acres.

Caltrans submitted a letter to Mr. Gump dated October 13, 2015, which stated that while the extent of project improvements is under review, Caltrans has determined that the improvement at the Irvine Ranch NNL will be considered a de minimis impact per 23 CFR 774. This finding is based on the isolated nature and lack of recreational amenities on the subject parcel. The Proposed Project would result in direct use of the Irvine Ranch NNL through permanent acquisition of approximately 5 acres of this property; however, this use would not diminish the function of the NNL and the impacts do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f). Further consultation will be conducted to confirm a de minimis impact finding of this direct use under Section 4(f). This letter is included in Attachment B.

B.7 References and Preparers

B.7.1 References

Brush Canyon Park Website: https://apm.activecommunities.com/ylreonline/Facility_Search (accessed August 31, 2015).

California State Parks System Statistical Report, 2013/14 Fiscal Year Website:
http://www.parks.ca.gov/?page_id=23308 (accessed October 9, 2015).

Chino Hills State Park Website: http://www.parks.ca.gov/?page_id=648, and Orange County Parks Website (accessed September 1, 2015).

Featherly Regional Park Websites: <http://ocparks.com/parks/featherly/> (accessed August 31, 2015), and <http://www.canyonrvpark.com> (accessed September 1, 2015).

Fremont Canyon Nature Preserve Website: <http://letsgooutside.org/explore/fremont-canyon-nature-preserve/> (accessed September 1, 2015).

Green River Golf Club Websites: <http://www.playgreenriver.com/> (accessed August 31, 2015), and <http://www.golfnow.com/course-directory/california-golf-courses/corona-golf-courses/green-river-golf-club/> (accessed August 31, 2015).

Irvine Ranch National Natural Landmarks Website: <http://irlandmarks.wpengine.netdna-cdn.com/wp-content/uploads/2013/07/IRNLMMap.jpg> (accessed September 1, 2015).

Running Springs Elementary School Website: <http://www.orangusd.12.ca.us/schools/elementary/runningsprings/> (accessed August 31, 2015).

Santa Ana River Trail/Bike Lane Website: [http://www.trailink.com/trail/santa-ana-river-trail-\(orange-county\).aspx](http://www.trailink.com/trail/santa-ana-river-trail-(orange-county).aspx).

Santiago Oaks Regional Park Websites: <http://ocparks.com/parks/santiago/> (accessed August 31, 2015), and <http://ocparks.com/parks/santiago/history> (accessed September 1, 2015).

Weir Canyon Nature Preserve Website: <http://legsgooutside.org/explore/weir-canyon-nature-preserve/> (accessed September 1, 2015).

B.7.2 Project Technical Studies

Air Quality Report (LSA Associates, Inc., July 2015)

Noise Study Report (CH2M Hill, August 2015)

Supplemental Historic Property Survey Report (LSA Associates, Inc., September 2015)

Traffic Analysis Report (CH2M Hill, July 2015)

B.7.3 Persons Contacted

John Gump, Operations Manager, Orange County Parks (letter dated October 15, 2015)

Michael Haubert, Deputy County Counsel, County of Orange

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ATTACHMENT A

**OTHER RESOURCES EVALUATED RELATIVE TO THE
REQUIREMENTS OF SECTION 4(f)**

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ATTACHMENT A

OTHER RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(f)

A.1 INTRODUCTION

This section of the document discusses parks and recreational facilities in the vicinity of, but outside the project limits for, the Build Alternative that do not trigger Section 4(f) protection because the Build Alternative does not permanently use the property and does not hinder the preservation of the property, or the proximity impacts of the Build Alternative do not result in constructive use of the property.

As a result, the properties listed in Table A.1 and shown on Figure A.1 (provided following the last page of Table A.1) were determined not to trigger protection under the requirements of Section 4(f).

The Study Area for the Proposed Project for the identification of use effects on Section 4(f) properties was defined as an area 0.5 mile from the project limits. The project limits were defined as the right-of-way limits for the Build Alternative. The project limits include areas within the right-of-way as well as areas temporarily disturbed during project construction. The properties shown on Figure A.1 are not within the project limits for the Build Alternative. The project limits are defined as the ultimate right-of-way limits for the Build Alternative. The project limits include areas within the ultimate right-of-way as well as areas temporarily disturbed during project construction. Table A.1 describes the location of each property in relation to the project limits for the Build Alternative and explains why that alternative does not result in the use or temporary occupancy of land from those properties that would trigger the requirements for protection under Section 4(f).

The Irvine Ranch National Natural Landmark (NNL) includes several nature preserves and parks as shown on Figure A.1. The Build Alternative would use land from one part of the Gypsum Canyon Nature Preserve in the NNL under Section 4(f), which is discussed in Sections B.3 and B.4. Refer to Sections B.3 and B.4 for the description of the NNL and the use of land in that part of the NNL under Section 4(f) by the Build Alternative. The NNL includes other nature preserves and parks from which no land would be used; those nature preserves and parks are discussed in this attachment.

The properties described in Table A.1 were further evaluated to determine whether the Build Alternative would result in constructive use of those properties. The detailed analyses related to access, visual and aesthetics, air quality, and noise provided in Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures, of the Supplemental EIR/EIS were reviewed. That review did not identify any proximity impacts resulting from the Build Alternative that would be so severe that the activities, features, or attributes that qualify those properties for protection under Section 4(f) would be substantially

impaired. Therefore, as explained in Table A.1, the Build Alternatives would not result in constructive use of these properties and would not trigger the requirements for protection under Section 4(f).

There are no cultural properties listed on or eligible for listing on the National Register of Historic Places in the vicinity of the project limits. Therefore, those types of resources are not discussed in Table A.1.

Table A.1 Resources Determined Not to Trigger the Requirements for Protection under Section 4(f)

Name, Address, and Owner/Operator of Property	Description of Facilities and/or Resources on Property	Why the Resource does not trigger the requirements for protection under Section 4(f)
<p>Chino Hills State Park (CHSP) 1879 Jackson Street Riverside, CA 92504</p> <p>CHSP is on the north and south sides of SR-91 near SR-71, on Assessor's Parcels 1033-171-15-0000 (San Bernardino County); 101-120-018 (Riverside County); and 353-061-03, 085-071-43, 085-071-32, 085-071-35, and 085-071-33 (Orange County)</p> <p>Owner/Operator: California State Parks</p>	<p>Because CHSP is publicly owned and operated and is open to the public, it qualifies for protection under the requirements of Section 4(f).</p> <p>Land and Water Conservation Fund (L&WCF) Act funds were used to purchase land and/or make improvements to CHSP. As a result, CHSP was identified as a Section 6(f) property.</p> <p>CHSP is on the north and south sides of SR-91 near SR-71. Amenities provided in CHSP include on-site parking, picnic areas, an equestrian staging area, pipe corrals, a historic barn, water spigots, campsites, restrooms, and approximately 60 miles of hiking, bike, and equestrian trails. Organized campfires, school programs, nature hikes, a Junior Ranger program, and educational talks are offered throughout the year. A ranch house, barn, windmills, and watering troughs in the Park are reminders of the cattle ranching history in this area.</p> <p>CHSP serves a valuable function as a major link in a wildlife biolink that extends over 30 miles from the Santa Ana Mountains to the southeast to the Whittier Hills to the northwest. The Coal Canyon Undercrossing under SR-91, which connects the Santa Ana Mountains south of SR-91 and the Puente-Chino Hills north of SR-91, provides a connection for wildlife between the parts of CHSP north and south of SR-91. This crossing is also used for emergency vehicles and as a fire access road.</p> <p>Coal-Gypsum Canyon Trail is near the Coal Canyon Undercrossing. Hikers and bicyclists can and do access CHSP from the Coal Canyon Undercrossing, although it is not intended as or designated as access point for humans into/out of CHSP.¹</p> <p>The total area of CHSP is 14,173 acres. CHSP is normally open for both camping and day use. In fiscal year 2013–2014, the number of day-users of the CHSP was 130,755. There were no overnight users.</p> <p>Vehicular access to CHSP is available at the park entrances at Rimcrest Drive and Bane Canyon Road both of which are well northeast of the project limits in the SR-241/SR-91 interchange area. Pedestrians and bicyclists can access CHSP at those entrances and at a number of trailheads leading to trails in the park. There is a trailhead in CHSP just north of SR-91 at Green River Road. An unpaved trail extends east and north from that trailhead, along a maintenance road, into CHSP.</p>	<p>CHSP is in the Study Area for the Build Alternative and is in the vicinity of the project limits for the Build Alternative as shown on Figure A.1. The nearest part of the project limits for the Build Alternative on the south side of SR-91 is adjacent to and outside the boundary of CHSP. There would be no use of land from this Park under Section 4(f) (permanent incorporation of land from the property into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of this Park under the Build Alternative. Because there is no permanent use or temporary occupancy of land from this Park under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual.</u> In the short-term during construction of the Build Alternative, sensitive viewers in CHSP would be exposed viewers to views of cleared vegetation, graded slopes, construction vehicles, equipment, and other materials. Those construction activities would be temporary, and the impacts related to views of those activities would cease after completion of construction. Therefore, no substantial short-term visual impacts would occur at CHSP.</p> <p>The Build Alternative would result in long-term visual changes as a result of permanent alteration of the existing visual environment at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. The improvements in the immediate vicinity of CHSP would be much less substantial than at the interchange and would not substantively change views from CHSP compared to existing views of SR-91 from CHSP.</p> <p><u>Air Quality.</u> Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving which could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial short-term air quality impacts at CHSP. Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to CHSP.</p> <p><u>Noise.</u> During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans "Noise Control Requirements" and, therefore, the project construction would not result in adverse noise impacts on CHSP. CHSP would not experience long-term noise impacts substantially different than the existing effects along SR-91 adjacent to CHSP.</p> <p><u>Access.</u> Construction and operation of the Build Alternative would not affect existing vehicular access to/from CHSP. The construction activities and project improvements would be entirely within Caltrans right-of-way in the vicinity of the Coal Canyon Undercrossing and, therefore, would not impact the use or operation of that Undercrossing, including as a fire road and a wildlife crossing under SR-91.</p> <p><u>Summary.</u> The proximity impacts of the construction and operation of the Build Alternative in the vicinity of CHSP would not substantially impair the protected activities, features, or attributes of this property in terms of its Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of CHSP and would not trigger the requirements for protection of this property under Section 4(f).</p> <p><u>Section 6(f):</u> The Build Alternative would not require the acquisition of any land from CHSP. Therefore, the provisions of Section 6(f) do not apply to the Build Alternative.</p>
<p>Santa Ana River Trail/Bike Lane 24001 Santa Ana Canyon Road Anaheim, CA 92808</p> <p>Owner/Operator: Orange County Parks</p>	<p>The Santa Ana River Trail/Bike Lane is a paved Class I bicycle path that parallels the Santa Ana River. In the vicinity of the SR-241/SR-91 interchange, the Trail/Bike Lane is an off-street trail in a dedicated, publicly owned right-of-way. The Trail/Bike Lane is owned and operated by Orange County Parks and, therefore, qualifies for protection under the requirements of Section 4(f).</p> <p>The segment of the Trail/Bike Lane east of Featherly Regional Park is generally close to or within the State right-of-way for SR-91. In Featherly Regional Park, the Trail/Bike Lane is farther north and, as a result, is farther from SR-91.</p>	<p>The Santa Ana River Trail/Bike Lane is in the Study Area for the Build Alternative and is partially within the Caltrans right-of-way on the north side of SR-91 as shown on Figure A.1. There would be no use of land from this Trail/Bike Lane under Section 4(f) (permanent incorporation of land from the property into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of this Trail/Bike Lane under the Build Alternative. Because there is no permanent use or temporary occupancy of land from this Trail/Bike Lane under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual.</u> In the short-term during construction of the Build Alternative, sensitive viewers on the Trail/Bike Lane would be exposed to views of cleared vegetation, graded slopes, construction vehicles, equipment, and other materials as</p>

¹ Telephone conversation with County of Orange Park Ranger Chris Lorenzi (May 12, 2015).

Table A.1 Resources Determined Not to Trigger the Requirements for Protection under Section 4(f)

Name, Address, and Owner/Operator of Property	Description of Facilities and/or Resources on Property	Why the Resource does not trigger the requirements for protection under Section 4(f)
	<p>In the vicinity of the SR-241/SR-91 interchange, parking to access the Trail/Bike Lane is available on street just east of the entrance to the Green River Golf Club in the City of Corona on the north side of SR-91. On-site parking is available in CHSP and Featherly Regional Park.</p> <p>The Trail/Bike Lane traverses Featherly Regional Park generally adjacent to the Santa Ana River. In the vicinity of SR-91, the Trail/Bike Lane is an off-street, two-lane, 12-foot wide paved asphalt path. The Trail/Bike Lane accommodates bicyclists, roller bladers, joggers, and pedestrians. The segment of the Trail/Bike Lane in the vicinity of the SR-91/241 interchange area has only moderate topography and provides views of the Santa Ana River and wildlife.</p> <p>The Trail/Bike Lane extends 30 miles from the Green River Golf Club on the north side of SR-91 west, south to Huntington Beach, generally following the alignment of the Santa Ana River. Destinations along the Trail/Bike Lane outside the project limits in the SR-241/SR-91 interchange area include a rest area at Centennial Regional Park in the City of Santa Ana, picnic and rest-stop areas at Katella Avenue and Orange/Olive in the City of Orange, and a picnic area at Yorba Regional Park in the City of Anaheim. Because the Trail/Bike Lane is open for public access at a large number of locations along its alignment, it is not possible to estimate the number of users of this facility.</p> <p>Features that make the Trail/Bike Lane special include its length and route, which crosses much of Orange County adjacent to the Santa Ana River; its views of natural and developed areas along the Trail/Bike Lane; and the access the Trail/Bike Lane provides to other recreational facilities, including parks and other trails.</p>	<p>they travel through the area. Those construction activities would be temporary, and the impacts related to views of those activities would cease after completion of construction. Therefore, no substantial short-term visual impacts would occur to users of the Trail/Bike Lane. The Build Alternative would result in long-term visual changes associated with the permanent alteration of the existing visual environment at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. Those improvements would be partially visible to users of the Trail/Bike Lane but would not be substantially different than views of the existing infrastructure in the interchange and the immediately surrounding areas compared to existing views of SR-91 from the Trail/Bike Lane.</p> <p><u>Air Quality.</u> Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving which could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial short-term air quality impacts at the Trail/Bike Lane. Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to the Santa Ana River Trail/Bike Lane.</p> <p><u>Noise.</u> During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans "Noise Control Requirements" and, therefore, the project construction would not result in adverse noise impacts on the Santa Ana River Trail/Bike Lane. The users of the Trail/Bike Lane would not experience long-term noise impacts substantially different than the existing effects along SR-91 adjacent to the Trail/Bike Lane.</p> <p><u>Access.</u> Construction and operation of the Build Alternative would not affect existing access to/from and along the Santa Ana River Trail/Bike Lane. The construction activities and project improvements would be entirely within Caltrans right-of-way in the vicinity of the Trail/Bike Lane and would not affect the use or operation of the Trail/Bike Lane.</p> <p><u>Summary.</u> The proximity impacts of the construction and operation of the Build Alternative on the Santa Ana River Trail/Bike Lane would not substantially impair the protected activities, features, or attributes of this property in terms of its Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of the Trail/Bike Lane and would not trigger the requirements for protection of this property under Section 4(f).</p>
<p>Featherly Regional Park (includes Canyon RV Park) 24001 Santa Ana Canyon Road Anaheim, CA 92808 (parts of the park are in the City of Yorba Linda) Owner/Operator: Orange County Parks Note: Canyon RV Park is operated by a Private Party under contract to the County of Orange.</p>	<p>Because Featherly Regional Park is publicly owned and operated and is open to the public, it qualifies for protection under the requirements of Section 4(f).</p> <p>Amenities at Featherly Regional Park include on-site parking, a visitor center, park benches, picnic tables, campsites, restrooms, and the Santa Ana River Trail/Bike Lane. The Park covers 364 acres, much of which is a natural riparian wilderness area. Viewing opportunities are best from the Santa Ana River Trail/Bike Lane and the banks of the Santa Ana River. Featherly Regional Park offers both camping and day use. The estimated number of day and overnight visitors to the Park was not available from the Orange County Parks website.</p> <p>Featherly Regional Park is traversed by the Santa Ana River Trail/Bike Lane, which provides a connection between this park and a number of other recreational resources along the Trail/Bike Lane, including the Green River Golf Club to the east and parks to the west and south all the way to the Pacific Ocean. Vehicular access to Featherly Regional Park is available via Gypsum Canyon Road. Pedestrians and bicyclists can access the park at the main entrance on Gypsum Canyon Road or via the Trail/Bike Lane.</p> <p>Features that make Featherly Regional Park special include the provision of camping and day use activities in proximity to a large number of users in the developed parts of northeast Orange County, the ability to use the Santa Ana River Trail/Bike Lane to</p>	<p>Featherly Regional Park, which includes Canyon RV Park, is in the Study Area for the Build Alternative. Featherly Regional Park is immediately north of and adjacent to SR-91 and west and east of Gypsum Canyon Road as shown on Figure A.1. Canyon RV Park is north of SR-91 and west of Gypsum Canyon Road as shown on Figure A.1. There would be no use of land from Featherly Regional Park under Section 4(f) (permanent incorporation of land from the property into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of this Park under the Build Alternative. Because there is no permanent use or temporary occupancy of land from this Park under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual.</u> In the short-term during construction of the Build Alternative, sensitive viewers in the Park could be exposed to views of cleared vegetation, graded slopes, construction vehicles, equipment, and other materials. Most of Featherly Regional Park is below the grade of SR-91 and the infrastructure in the interchange area so views of construction activities from within the Park would be limited. The construction activities would be temporary, and the impacts related to views of those activities would cease after completion of construction. Therefore, no substantial short-term visual impacts would occur to Park visitors. The Build Alternative would result in long-term visual changes associated with the permanent alteration of the existing infrastructure at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. However, views of those improvements from within Featherly Regional Park would be limited and would not be substantially different than views of the existing infrastructure in the interchange and the immediately surrounding areas compared to existing views of SR-91 from within the Park.</p> <p><u>Air Quality.</u> Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving which</p>

Table A.1 Resources Determined Not to Trigger the Requirements for Protection under Section 4(f)

Name, Address, and Owner/Operator of Property	Description of Facilities and/or Resources on Property	Why the Resource does not trigger the requirements for protection under Section 4(f)
	<p>access other area resources, and the riparian vegetation and wildlife along the Santa Ana River.</p> <p>Featherly Regional Park is north of and adjacent to SR-91. There is a substantial change in grade from the freeway to the Park, with the Park at a substantially lower elevation than the freeway. The SR-241/SR-91 interchange ramps are immediately adjacent to and well above the grade of Featherly Regional Park.</p>	<p>could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial short-term air quality impacts at Featherly Regional Park. Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to the Park.</p> <p><u>Noise.</u> During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans "Noise Control Requirements" and, therefore, the project construction would not result in adverse noise impacts on Featherly Regional Park. Operation of the Build Alternative would result in noise levels at some locations in Canyon RV Park that exceed Noise Abatement Criteria (NAC) B/C. No noise abatement to address those impacts was determined to be feasible. However, in most cases, the increases in noise levels with the Build Alternative compared to both existing conditions and the future No Build Alternative ranged from a low of 0.1 dBA to 1.0 dBA. Those levels of noise increases, although resulting in noise levels that would exceed the NAC, would not be perceptible and would result in noise levels at Canyon RV Park nearly identical to the existing noise levels at the property. As a result, the users of Featherly Regional Park and Canyon RV Park would not experience long-term noise impacts substantially different than the existing effects along SR-91 adjacent to the Park.</p> <p><u>Access.</u> Construction and operation of the Build Alternative would not affect existing access to/from Featherly Regional Park. The construction activities and project improvements would be entirely within Caltrans right-of-way in the vicinity of these properties and would not affect the use or operation of Featherly Regional Park.</p> <p><u>Summary.</u> The proximity impacts of the construction and operation of the Build Alternative on the Featherly Regional Park would not substantially impair the protected activities, features, or attributes of this property in terms of its Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of Featherly Regional Park and would not trigger the requirements for protection of this property under Section 4(f).</p>
<p>Green River Golf Club 5215 Green River Road Corona, CA 92880</p> <p>Owner: Orange County Parks</p> <p>Operator: Private Party under contract to the County of Orange</p>	<p>Because the Green River Golf Club is open to the public, it qualifies for protection under the requirements of Section 4(f).</p> <p>The Golf Club is on the north side of SR-91 at Green River Road. There are parts of the Golf Club property in Orange, Riverside, and San Bernardino Counties. This facility includes an 18-hole regulation length golf course, a clubhouse, a putting green, chipping area, practice bunker, pull and rental carts, rental clubs, a driving range, and a full service golf shop. The Golf Club a restaurant and a bar and a banquet facility. The Santa Ana River winds through the golf course, which is surrounded by mature native oak, sycamore, and cottonwood trees.</p>	<p>The Green River Golf Club property is in the Study Area for the Build Alternative and is adjacent to the segment of SR-91 where advance signage is proposed as shown on Figure A.1. The nearest part of the construction area for the Build Alternative, west of the advance signage area, is approximately 800 feet west of the boundary of the Golf Club property. There would be no use of land from the Golf Club property under Section 4(f) (permanent incorporation of land from the property into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of the Golf Club under the Build Alternative. Because there is no permanent use or temporary occupancy of land from this Golf Club under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual.</u> In the short-term during construction of the Build Alternative, sensitive viewers on the Golf Club property could be exposed to views of the installation of advance signage on SR-91. However, those activities would be very limited and would not include clearing vegetation, grading, or other substantial construction activities. The Golf Club is a substantial distance east of the SR-241/SR-91 interchange and, as a result, views of construction activity along that part of SR-91 from the Golf Club would be very limited. The construction activities would be temporary, and the impacts related to views of those activities would cease after completion of construction. Therefore, no substantial short-term visual impacts would occur to Golf Club patrons. The Build Alternative would result in long-term visual changes associated with the permanent alteration of the existing infrastructure at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. However, based on the distance of the Golf Club from those improvements, views of those improvements from the Golf Club would be limited and would not be substantially different than views of the existing infrastructure in the interchange and the immediately surrounding areas compared to existing views of SR-91 from within the Golf Club property.</p> <p><u>Air Quality.</u> The installation of advance signage would require very minor site preparation and construction activities and, therefore, would result in very limited fugitive dust and other construction emissions in the vicinity of the Golf Club. The construction related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial short-term air quality impacts at the Golf Club. Operation of the Build Alternative would</p>

Table A.1 Resources Determined Not to Trigger the Requirements for Protection under Section 4(f)

Name, Address, and Owner/Operator of Property	Description of Facilities and/or Resources on Property	Why the Resource does not trigger the requirements for protection under Section 4(f)
		<p>would not result in substantial short-term air quality impacts at the Golf Club. Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to the Golf Club.</p> <p><u>Noise</u>. The installation of advance signage would result in minor site preparation and construction activities and, therefore, would result in very limited short-term noise impacts in the vicinity of the Golf Club. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans "Noise Control Requirements" and, therefore, the project construction would not result in adverse noise impacts on the Golf Club. The patrons of the Golf Club would not experience long-term noise impacts substantially different than the existing effects along SR-91 adjacent to the Golf Club property.</p> <p><u>Access</u>. Construction and operation of the Build Alternative would not affect existing access to/from the Golf Club. The construction activities and project improvements would be entirely within Caltrans right-of-way in the vicinity of the Golf Club and would not affect the use or operation of the Golf Club.</p> <p><u>Summary</u>. The proximity impacts of the construction and operation of the Build Alternative on the Green River Golf Club would not substantially impair the protected activities, features, or attributes of this property in terms of its Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of the Golf Club and would not trigger the requirements for protection of this property under Section 4(f).</p>
<p>Brush Canyon Park 28282 Brush Canyon Drive Yorba Linda, CA 92887</p> <p>Owner/Operator: City of Yorba Linda</p>	<p>Brush Canyon Park is a neighborhood park. Because this Park is publicly owned and operated and is open to the public, it qualifies for protection under the requirements of Section 4(f).</p> <p>The facilities at this Park include restrooms, two large shaded picnic shelters, a basketball court, tennis courts, a sports field, and a playground. The park is open 7 days a week.</p> <p>Vehicular access to Brush Canyon Park is from Brush Canyon Drive at the west end of the Park.</p>	<p>Brush Canyon Park is in the Study Area for the Build Alternative on the north side of SR-91 as shown on Figure A.1. The nearest part of the construction area for the Build Alternative is approximately 1,560 feet south of the Park boundary. There would be no use of land from the Park property under Section 4(f) (permanent incorporation of land from the property into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of the Park under the Build Alternative. Because there is no permanent use or temporary occupancy of land from this Park under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual</u>. Based on the distance of this Park from the project segment of SR-91, the elevation of most of SR-91 and the SR-91 infrastructure above the elevation of the Park, and the presence of intervening land uses, the construction and operation of the Build Alternative would not result in short- or long-term visual impacts on users of Brush Canyon Park.</p> <p><u>Air Quality</u>. Based on the distance of this Park from the project segment of SR-91 and the presence of intervening land uses, the construction and operation of the Build Alternative would not result in short- or long-term air quality impacts on users of Brush Canyon Park.</p> <p><u>Noise</u>. Based on the distance of this Park from the project segment of SR-91 and the presence of intervening land uses, the construction and operation of the Build Alternative would not result in short- or long-term impacts on users of Brush Canyon Park.</p> <p><u>Access</u>. Construction and operation of the Build Alternative would not affect existing access to/from Brush Canyon Park. The construction activities and project improvements would be entirely within Caltrans right-of-way and a substantial distance from Brush Canyon Park and, therefore, would not affect the use or operation of Brush Canyon Park.</p> <p><u>Summary</u>. The construction and operation of the Build Alternative would not result in proximity impacts on Brush Canyon Park and, therefore, would not substantially impair the protected activities, features, or attributes of this property in terms of its Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of Brush Canyon Park and would not trigger the requirements for protection of this property under Section 4(f).</p>

Table A.1 Resources Determined Not to Trigger the Requirements for Protection under Section 4(f)

Name, Address, and Owner/Operator of Property	Description of Facilities and/or Resources on Property	Why the Resource does not trigger the requirements for protection under Section 4(f)
<p>Santiago Oaks Regional Park 2145 N. Windes Drive Orange, CA 92869</p> <p>Owner/Operator: Orange County Parks</p>	<p>Because Santiago Oaks Regional Park is publicly owned and operated and is open to the public, it qualifies for protection under the requirements of Section 4(f).</p> <p>Santiago Oaks Regional Park is within the Irvine Ranch NNL as shown on Figure A.1.</p> <p>Amenities provided at Santiago Oaks Regional Park include on-site parking, a visitor center, an amphitheater, park benches, picnic tables, barbecues/fire rings, horseshoe pits, bike trails, a playground/tot lot, equestrian trails, a wedding ceremony and reception area, and restrooms. Santiago Oaks Regional Park encompasses 1,760 acres, which includes Weir Canyon Park.</p> <p>Vehicular access to Santiago Oaks Regional Park is from North Windes Drive at the west end of the Park.</p>	<p>Santiago Oaks Regional Park is in the Study Area for the Build Alternative on the west side of SR-241 as shown on Figure A.1. The nearest part of the construction area for the Build Alternative is approximately 2,000 east of the Park boundary. There would be no use of land from the Park property under Section 4(f) (permanent incorporation of land from the property into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of the Park under the Build Alternative. Because there is no permanent use or temporary occupancy of land from Santiago Oaks Regional Park under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual.</u> Based on the distance of this Park from the project segment of SR-91 and the presence of intervening topography, the construction and operation of the Build Alternative would not result in short- or long-term visual impacts on users of Santiago Oaks Regional Park.</p> <p><u>Air Quality.</u> Based on the distance of this Park from the project segment of SR-91 and the presence of intervening topography, the construction and operation of the Build Alternative would not result in short- or long-term air quality impacts on users of Santiago Oaks Regional Park.</p> <p><u>Noise.</u> Based on the distance of this Park from the project segment of SR-91 and the presence of intervening topography, the construction and operation of the Build Alternative would not result in short- or long-term impacts on users of Santiago Oaks Regional Park.</p> <p><u>Access.</u> Construction and operation of the Build Alternative would not affect existing access to/from Santiago Oaks Regional Park. The construction activities and project improvements would be entirely within Caltrans right-of-way and a substantial distance from this Park and, therefore, would not affect the use or operation of Santiago Oaks Regional Park.</p> <p><u>Summary.</u> The construction and operation of the Build Alternative would not result in proximity impacts on Santiago Oaks Regional Park and, therefore, would not substantially impair the protected activities, features, or attributes of this property in terms of its Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of Santiago Oaks Regional Park and would not trigger the requirements for protection of this property under Section 4(f).</p>
<p>Gypsum Canyon Nature Preserve (two areas)</p> <p>Owner: Orange County Parks</p> <p>Operator: Orange County Parks and the Irvine Ranch Conservancy</p>	<p>The Gypsum Canyon Nature Preserve is a publicly owned and operated preserve and it open limited public use through scheduled programs. As a result, it qualifies for protection under the requirements of Section 4(f).</p> <p>The approximately 40,000-acre Irvine Ranch NNL includes three areas designated at the Gypsum Canyon Nature Preserve as shown on Figure A.1.</p>	<p>In addition to the part of Gypsum Canyon Nature Preserve on the south side of SR-91 east of SR-241 that would be used by the Build Alternative (refer to Chapters 3.0 and 4.0), two other parts of Gypsum Canyon Nature Preserve in the NNL are in the Study Area for the Build Alternative as shown on Figure A.1. The first part is on the south side of SR-91 west of SR-241 and the other is further south, on the southeast side of SR-241. The nearest part of the project limits for the Build Alternative to the first part of the Nature Preserve is approximately 100 feet from SR-91 and 140 feet from SR-241. The second part of the Nature Preserve extends north-south in the vicinity of and east of SR-241. At the closest point, the project limits are adjacent to the second part of the Nature Preserve. There would be no use of land from these two parts of the Nature Preserve under Section 4(f) (permanent incorporation of land from these properties into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundaries of these two parts of the Nature Preserve under the Build Alternative. Because there is no permanent use or temporary occupancy of land from these properties under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual.</u> In the short-term during construction of the Build Alternative, sensitive viewers in these two parts of the Nature Preserve could be exposed to views of during construction of vegetation clearing, grading of slopes, construction vehicles, equipment, and other materials. Views from the first part of the Nature Preserve would include construction of the improvements on both SR-241 and SR-91 and in the interchange area. Views from the second part of the Nature Preserve would be more limited than views of changes to SR-241 to accommodate the express lanes connector. The construction activities would be temporary, and the impacts related to views of those activities would cease after completion of construction. Therefore, no substantial short-term visual impacts would occur to visitors to these two parts of the Gypsum Canyon Nature Preserve during construction. The Build Alternative would result in long-term visual changes associated with the permanent alteration of the existing infrastructure at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. However, views of those improvements from within the first part of the Gypsum Canyon Nature Preserve would be limited and would not be substantially different than</p>

Table A.1 Resources Determined Not to Trigger the Requirements for Protection under Section 4(f)

Name, Address, and Owner/Operator of Property	Description of Facilities and/or Resources on Property	Why the Resource does not trigger the requirements for protection under Section 4(f)
		<p>views of the existing infrastructure in the interchange and the immediately surrounding areas compared to existing views of SR-241 and SR-91 from within that area. Similarly, views from the second part of the Gypsum Canyon Nature Preserve would be of more minor infrastructure improvements, which would not be substantially different than views of the existing infrastructure in that area compared to existing views of SR-241 from within that area.</p> <p><u>Air Quality.</u> Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving which could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial short-term air quality impacts at the two parts of the Gypsum Canyon Nature Reserve. Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to the two parts of the Nature Reserve.</p> <p><u>Noise.</u> During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans "Noise Control Requirements" and, therefore, the project construction would not result in adverse noise impacts on the two parts of the Gypsum Canyon Nature Preserve. These two parts of the Nature Preserve would not experience long-term noise impacts substantially different than the existing effects along SR-241 and SR-91 adjacent to those areas.</p> <p><u>Access.</u> Construction and operation of the Build Alternative would not affect existing access to/from these two parts of the Gypsum Canyon Nature Preserve. The construction activities and project improvements would be entirely within Caltrans right-of-way and would not affect the use or operation of these two parts of the Nature Preserve.</p> <p><u>Summary.</u> The construction and operation of the Build Alternative would not result in proximity impacts on these two parts of the Gypsum Canyon Nature Preserve and, therefore, would not substantially impair the protected activities, features, or attributes of these properties in terms of their Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of these two parts of the Nature Preserve and would not trigger the requirements for protection of these properties under Section 4(f).</p>
<p>Weir Canyon Nature Preserve</p> <p>Owner: Orange County Parks</p> <p>Operator: Orange County Parks and the Irvine Ranch Conservancy</p>	<p>The Weir Canyon Nature Preserve is a publicly owned and operated wildlife preserve and it open limited public use through scheduled programs. As a result, it qualifies for protection under the requirements of Section 4(f). The approximately 40,000-acre Irvine Ranch NNL includes the Weir Canyon Nature Preserve as shown on Figure A.1. This Preserve contains one of the largest oak woodlands in Orange County as well as rare habitats and wildlife.</p>	<p>Weir Canyon Nature Preserve is in the Study Area for the Build Alternative southwest of SR-241 as shown on Figure A.1. The Nature Preserve extends north-south along the west side of SR-241 and is several places, is adjacent to the project limits for the Build Alternative. There would be no use of land from this Nature Preserve under Section 4(f) (permanent incorporation of land from these properties into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of this Nature Preserve under the Build Alternative. Because there is no permanent use or temporary occupancy of land from this property under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual.</u> In the short-term during construction of the Build Alternative, sensitive viewers in this Nature Preserve could be exposed to views of during construction of vegetation clearing, grading of slopes, construction vehicles, equipment, and other materials. Views from the Nature Preserve would include construction of the improvements on southernmost segment of SR-241. The construction activities would be temporary, and the impacts related to views of those activities would cease after completion of construction. Therefore, no substantial short-term visual impacts would occur to visitors to the Weir Canyon Nature Preserve during construction. The Build Alternative would result in only minor long-term visual changes on the southernmost segment of SR-241 and views of those improvements from within the Weir Canyon Nature Preserve would be limited and would not be substantially different than views of existing SR-241 from within that area.</p> <p><u>Air Quality.</u> Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving which could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial short-term air quality impacts at the Weir Gypsum Canyon Nature Reserve. Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-91 adjacent to this Nature Reserve.</p>

Table A.1 Resources Determined Not to Trigger the Requirements for Protection under Section 4(f)

Name, Address, and Owner/Operator of Property	Description of Facilities and/or Resources on Property	Why the Resource does not trigger the requirements for protection under Section 4(f)
		<p><u>Noise</u>. During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans "Noise Control Requirements" and, therefore, the project construction would not result in adverse noise impacts on the Weir Canyon Nature Preserve. This Nature Preserve would not experience long-term noise impacts substantially different than the existing effects along SR-241 adjacent to that Nature Preserve.</p> <p><u>Access</u>. Construction and operation of the Build Alternative would not affect existing access to/from the Weir Canyon Nature Preserve. The construction activities and project improvements would be entirely within Caltrans right-of-way and would not affect the use or operation of this Nature Preserve.</p> <p><u>Summary</u>. The construction and operation of the Build Alternative would not result in proximity impacts on the Weir Canyon Nature Preserve and, therefore, would not substantially impair the protected activities, features, or attributes of this property in terms of its Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of this the Nature Preserve and would not trigger the requirements for protection of this property under Section 4(f).</p>
<p>Fremont Canyon Nature Preserve</p> <p>Owner: Orange County Parks</p> <p>Operator: Orange County Parks and the Irvine Ranch Conservancy</p>	<p>The Fremont Canyon Nature Preserve is a publicly owned and operated preserve and it open limited public use through scheduled programs. As a result, it qualifies for protection under the requirements of Section 4(f). The approximately 40,000-acre Irvine Ranch NNL includes the Fremont Canyon Nature Preserve as shown on Figure A.1. This Preserve contains massive granite formations, and a number of rare, threatened, and endangered plant and animal species.</p>	<p>Fremont Canyon Nature Preserve is in the Study Area for the Build Alternative southwest of SR-241 as shown on Figure A.1. The Nature Preserve is in the southern part of the Study Area, approximately 900 from the project limits. There would be no use of land from this Nature Preserve under Section 4(f) (permanent incorporation of land from these properties into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of this Nature Preserve under the Build Alternative. Because there is no permanent use or temporary occupancy of land from this property under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual</u>. Based on the distance of this Nature Preserve from the project limits and the presence of intervening topography, the construction and operation of the Build Alternative would not result in short- or long-term visual impacts on users of Fremont Canyon Nature Preserve.</p> <p><u>Air Quality</u>. Based on the distance of this Nature Preserve from the project limits and the presence of intervening topography, the construction and operation of the Build Alternative would not result in short- or long-term air quality impacts on users of Fremont Canyon Nature Preserve.</p> <p><u>Noise</u>. Based on the distance of this Nature Preserve from the project limits and the presence of intervening topography, the construction and operation of the Build Alternative would not result in short- or long-term impacts on users of Fremont Canyon Nature Preserve.</p> <p><u>Access</u>. Construction and operation of the Build Alternative would not affect existing access to/from the Weir Canyon Nature Preserve. The construction activities and project improvements would be entirely within Caltrans right-of-way and would not affect the use or operation of this Nature Preserve.</p> <p><u>Summary</u>. The construction and operation of the Build Alternative would not result in proximity impacts on the Fremont Canyon Nature Preserve and, therefore, would not substantially impair the protected activities, features, or attributes of this property in terms of its Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of this the Nature Preserve and would not trigger the requirements for protection of this property under Section 4(f).</p>
<p>Running Springs Elementary School 8670 Running Springs Drive Anaheim, CA 92808</p> <p>Owner/Operator: Orange Unified School District (OUSD)</p>	<p>Running Springs Elementary School is a K-6 grade school in The Summit of Anaheim Hills community on the west side of SR-241. The school property includes outdoor play areas with a small play area, sports courts, and a sports/play field. Facilities at OUSD properties are available for use on application to the OUSD. The OUSD application form requires that "Use and occupancy of school property shall be primarily for public school purposes. Any authorized use of the property for other than public school purposes shall be subordinate to this primary purpose." It appears from the application form that the recreation facilities at this school could be used by outside groups but not necessarily just open to the public at large.</p>	<p>Running Springs Elementary School is in the Study Area for the Build Alternative on the west side of SR-241 as shown on Figure A.1. The nearest part of the construction area for the Build Alternative is over 2,000 feet east of the boundary of this School. There would be no use of land from the School property under Section 4(f) (permanent incorporation of land from the property into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of the School under the Build Alternative. Because there is no permanent use or temporary occupancy of land from this School under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual</u>. Based on the distance of this School from the project segment of SR-91 and the presence of intervening land uses and topography, the construction and operation of the Build Alternative would not result in short- or long-term</p>

Table A.1 Resources Determined Not to Trigger the Requirements for Protection under Section 4(f)

Name, Address, and Owner/Operator of Property	Description of Facilities and/or Resources on Property	Why the Resource does not trigger the requirements for protection under Section 4(f)
		<p>visual impacts on users of recreational facilities at Running Springs Elementary School.</p> <p><u>Air Quality.</u> Based on the distance of this School from the project segment of SR-91 and the presence of intervening land uses and topography, the construction and operation of the Build Alternative would not result in short- or long-term air quality impacts on users of recreational facilities at Running Springs Elementary School.</p> <p><u>Noise.</u> Based on the distance of this School from the project segment of SR-91 and the presence of intervening land uses and topography, the construction and operation of the Build Alternative would not result in short- or long-term impacts on users of recreational facilities at Running Springs Elementary School.</p> <p><u>Access.</u> Construction and operation of the Build Alternative would not affect existing access to/from Running Springs Elementary School. The construction activities and project improvements would be entirely within Caltrans right-of-way and a substantial distance from this School and, therefore, would not affect the use or operation of recreational facilities at Running Springs Elementary School.</p> <p><u>Summary.</u> The construction and operation of the Build Alternative would not result in proximity impacts on recreational facilities at Running Springs Elementary School and, therefore, would not substantially impair the protected activities, features, or attributes of this property in terms of its Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of recreational facilities at Running Springs Elementary School and would not trigger the requirements for protection of this property under Section 4(f).</p>
<p>Other Trails and Fire Roads Owner/Operators: various</p>	<p>AS shown on Figure A.1, in addition to the Santa Ana River Trail/Bike Lane and the Coal Canyon Undercrossing, there are a number of other trails and fire roads in the Study Area for the Build Alternative.</p>	<p>As shown on Figure A.1, there are a number of trails in the Study Area for the Build Alternatives, including trails in the NNL and CHSP. There would be no use of land from any of those trails under Section 4(f) (permanent incorporation of land from the property into the transportation facility). There are no TCEs or other temporary occupancies, or permanent surface, aerial, or subsurface easements proposed within the boundary of any of the trails under the Build Alternative. Because there is no permanent use or temporary occupancy of land from any of the trails under the Build Alternative, the requirements for protection under Section 4(f) are not triggered.</p> <p><u>Visual.</u> In the short-term during construction of the Build Alternative, sensitive viewers along trails segments with views of SR-241 and SR-91 could be exposed to views of various construction activities including vegetation clearing, grading or other substantial construction activities, and the installation of advance signage on SR-91. However, trail users views would be transitory as they pass through the area. In addition, the construction activities would be temporary, and the impacts related to views of those activities would cease after completion of construction. Therefore, no substantial short-term visual impacts would occur to trail users in the Study Area. The Build Alternative would result in long-term visual changes associated with the permanent alteration of the existing infrastructure at the SR-241/SR-91 interchange as a result of the widening of SR-241/SR-91 and existing roadway undercrossing, grading improvements, new retaining walls, piers/supports, and buffers. However, those improvements would generally not be visible from most trail segments and user views would be transitory as they pass through the Study Area.</p> <p><u>Air Quality.</u> Site preparation and construction would involve clearing, cut-and-fill activities, grading, and paving which could temporarily generate fugitive dust and other emissions. The construction-related emissions would be substantially reduced based on compliance with Caltrans Standard Specifications for construction and SCAQMD Rule 403. As a result, construction of the Build Alternative would not result in substantial short-term air quality impacts on trail users in the Study Area. Operation of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics compared to the No Build Alternative or in substantial changes in air quality emissions compared to existing conditions along SR-241 and SR-91 in the vicinity of trails in the Study Area.</p> <p><u>Noise.</u> During construction of the Build Alternative, construction noise may intermittently dominate the noise environment in the immediate area of construction. Noise control during construction will conform to the provisions in Section 14-8.02 of Caltrans "Noise Control Requirements" and, therefore, the project construction would not result in adverse noise impacts on trail users in the Study Area. Trail users would not experience long-term noise impacts substantially different than the existing effects along SR-241 and SR-91 on trails in the Study Area.</p> <p><u>Access.</u> Construction and operation of the Build Alternative would not affect existing access on trails in the Study Area. The construction activities and project improvements would be entirely within Caltrans right-of-way in the</p>

Table A.1 Resources Determined Not to Trigger the Requirements for Protection under Section 4(f)

Name, Address, and Owner/Operator of Property	Description of Facilities and/or Resources on Property	Why the Resource does not trigger the requirements for protection under Section 4(f)
		<p>vicinity of the Preserve and would not affect the use or operation of the trails in the Study Area.</p> <p><u>Summary.</u> The proximity impacts of the construction and operation of the Build Alternative on trails in the Study Area would not substantially impair the protected activities, features, or attributes of those properties in terms of their Section 4(f) significance. As a result, the Build Alternative would not result in constructive use of any trails in the Study Area and would not trigger the requirements for protection of these properties under Section 4(f).</p>

Sources: Websites:

Chino Hills State Park Website: http://www.parks.ca.gov/?page_id=648, Orange County Parks Website (accessed September 1, 2015), and California State Parks System Statistical Report, 2013/14 Fiscal Year, http://www.parks.ca.gov/?page_id=23308 (accessed October 9, 2015).

Santa Ana River Trail/Bike Lane Website: [http://www.trailink.com/trail/santa-ana-river-trail-\(orange-county\).aspx](http://www.trailink.com/trail/santa-ana-river-trail-(orange-county).aspx).

Featherly Regional Park Websites: <http://ocparks.com/parks/featherly/> (accessed August 31, 2015), and <http://www.canyonrvpark.com> (accessed September 1, 2015).

Green River Golf Club Websites: <http://www.playgreenriver.com/> (accessed August 31, 2015), and <http://www.golfnow.com/course-directory/california-golf-courses/corona-golf-courses/green-river-golf-club/> (accessed August 31, 2015).

Brush Canyon Park Website: https://apm.activecommunities.com/ylreconline/Facility_Search (accessed August 31, 2015).

Santiago Oaks Regional Park Websites: <http://ocparks.com/parks/santiago/> (accessed August 31, 2015), and <http://ocparks.com/parks/santiago/history> (accessed September 1, 2015).

Weir Canyon Nature Preserve Website: <http://legsgooutside.org/explore/weir-canyon-nature-preserve/> (accessed September 1, 2015).

Fremont Canyon Nature Preserve Website: <http://letsgooutside.org/explore/fremont-canyon-nature-preserve/> (accessed September 1, 2015).

Running Springs Elementary School Website: <http://www.orangusd.12.ca.us/schools/elementary/runningsprings/> (accessed August 31, 2015).

Irvine Ranch National Natural Landmarks Website: <http://irlandmarks.wpengine.netdna-cdn.com/wp-content/uploads/2013/07/IRNLMap.jpg> (accessed September 1, 2015).

NNL = National Natural Landmark

SCAQMD = South Coast Air Quality Management District

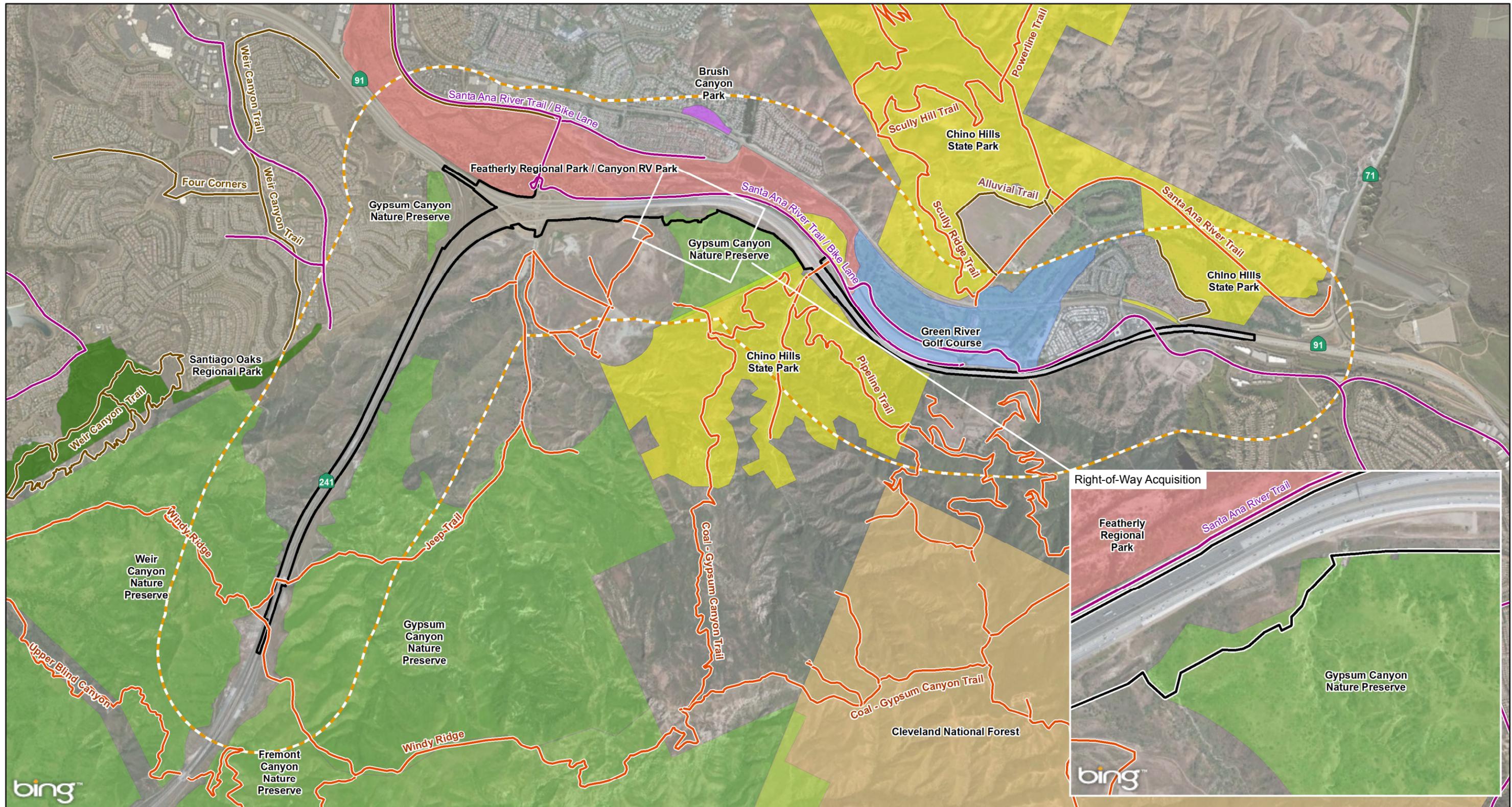
SR-71 = State Route 71

SR-91 = State Route 91

SR-241 = State Route 241

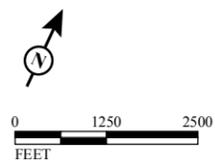
TCE = temporary construction easements

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LEGEND

- | | | |
|---|-----------------------------|---------------------|
| Project Area | Chino Hills State Park | Existing Bike Trail |
| Half-mile Radius from Project Area | Santiago Oaks Regional Park | Existing Trail |
| National Natural Landmark (with Preserve names) | Brush Canyon Park | Fire Trail |
| Featherly Regional Park | Cleveland National Forest | |
| Green River Golf Course | | |



SOURCE: Bing Maps (2014); OC Parks (2012); Eureka Cartography (2007); Hikes Peak (2015); Gaia GPS (2015)
 I:\RBF1101\GIS\Parks_and_Rec_Facilities.mxd (9/3/2015)

FIGURE A.1

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ATTACHMENT B
CONSULTATION CORRESPONDENCE

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DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3347 MICHELSON DRIVE
IRVINE, CA 92612
PHONE (949) 724-2256

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

October 13, 2015

Mr. John Gump
Operations Manager
County of Orange
OC Community Resources/OC Parks
4727 Portola Parkway
Irvine, CA 92620

Dear Mr. Gump:

Re: State Route 241/State Route 91 (SR-241/SR-91) Express Lanes Connector Project Section 4(f) Resource Analysis Relating to Proposed Use for Gypsum Canyon Natural Preserve, Anaheim, California

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), in coordination with the Foothill/Eastern Transportation Corridor Agency (F/ETCA), and the United States Army Corps of Engineers (USACE) as cooperating agency, is in the process of producing a Draft Supplemental Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the State Route 241 (SR-241)/State Route 91 (SR-91) Express Lanes Connector Project in Orange and Riverside counties, California.

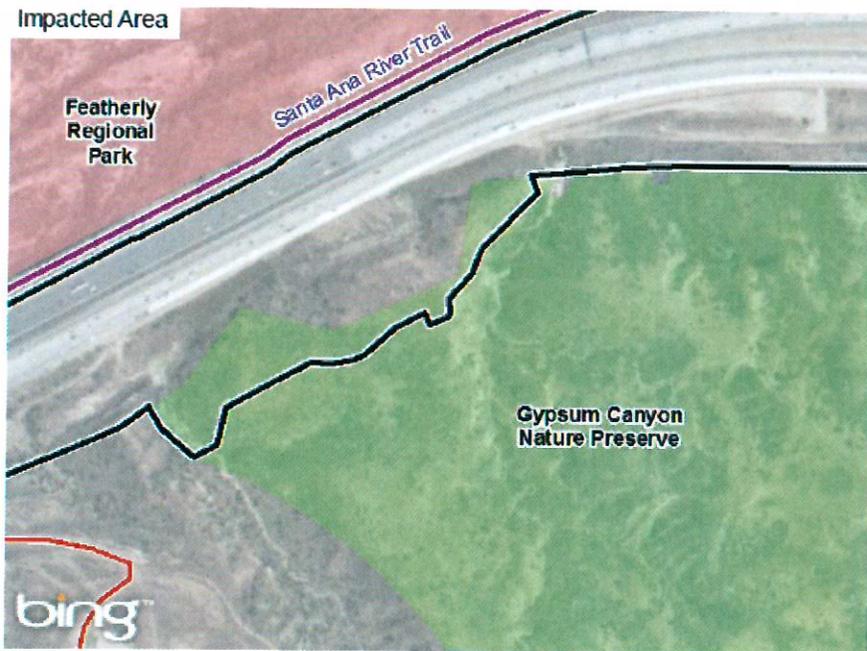
Effective October 1, 2012, Caltrans entered into a Memorandum of Understanding (MOU) pursuant to 23 U.S.C. 327 (NEPA Assignment MOU) with FHWA, in which Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. For purposes of carrying out the responsibilities assumed under the Pilot Program, Caltrans is deemed to be acting as FHWA with respect to the environmental review, consultation, and other actions required under those responsibilities.

The proposed SR-241/SR-91 Express Lanes Connector Project may receive federal funding and/or discretionary approvals through the U.S. Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to share information from the Preliminary Section 4(f) Resource Analysis. Section 4(f) of the federal Department of Transportation Act of 1966 (49 U.S.C. § 303), declares that “[i]t is the policy of the United States government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

De minimis impacts on publicly owned parks are defined as those project impacts that do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f). Accordingly, a Preliminary Section 4(f) De Minimis determination has been made. The Resource Analysis identifies the Section 4(f) resources in the Study Area,

describes the nature and extent of the potential effects on the property, and describes measures to minimize harm to the affected resource.

On June 30, 2010, it was announced that The Irvine Company had donated an Irvine Ranch National Natural Landmark (NNL) to the County of Orange (County) for use as parkland and that the Orange County Board of Supervisors had accepted that donation. NNLs are not currently defined as meeting the requirements for protection under Section 4(f). The Irvine Ranch NNL is managed by the Irvine Ranch Conservancy under contract to OC Parks. It is open for limited public use (Website: <http://letsgooutside.org/>).



Location of Gypsum Canyon Natural Preserve

The Gypsum Canyon Nature Preserve is part of the Irvine Ranch NNL. This preserve currently does not have any park or recreational features and it is geographically isolated from the rest of the preserves in the Irvine Ranch NNL (Irvine Ranch Open Space Trail Map [Website: <http://ocparks.com/parks/irvineranch/>]).

PROJECT DESCRIPTION

Caltrans, in cooperation with F/ETCA, proposes the SR-241/SR 91 Express Lanes Connector Project (Proposed Project) to construct a median-to-median connector between SR-241 and the tolled lanes in the median of SR-91 (SR-91 Express Lanes). The existing SR-241/SR-91 interchange connects all lanes of the northbound and southbound SR-241 to non-tolled, general purpose lanes of eastbound and westbound SR-91. There is currently no direct connection between the SR-241 and the *91 Express Lanes*.

The Proposed Project, located at the junction of SR-241 and SR-91 in the cities of Anaheim, Yorba Linda, and Corona, and the counties of Orange and Riverside, would provide improved access between SR-241 and SR-91, and is proposed to be a tolled facility. The proposed median-to-median

connector project encompasses a total length of approximately 8.7 miles (mi). The Project Location and Project Vicinity are shown in Figure 1 (all figures attached).

The improvements for the connector include 5.9 mi from south of the Windy Ridge Wildlife Undercrossing on SR-241 to Coal Canyon Undercrossing on SR-91. The remaining 2.8 mi of the Proposed Project include FasTrak signage improvements (advance signage).

Project Alternatives

The proposed median-to-median connector is a later phase of the ETC project, previously approved in 1994. It was originally evaluated as a SR-241/SR-91 high-occupancy vehicle (HOV) direct connector in the 1991 ETC Draft EIR/EIS, the 1992 ETC Final EIR, and the 1994 ETC Final EIS (all of which studied a broader Project Area with improvements on State Route 133 [SR-133], SR-241, and State Route 261 [SR-261]).

To implement this later phase of the ETC, a Draft Supplemental EIR/EIS is being prepared to focus on the northern end of the original project and to address changes to environmental conditions and regulatory requirements.

Caltrans and the F/ETCA intend to begin construction of the Proposed Project in 2017.

Build Alternative (Two-Lane Express Lanes Connector). The Build Alternative would construct a two-lane express lane median-to-median connector between SR-241 and SR-91, which would connect lanes from the median of northbound SR-241 to the existing eastbound SR-91 Express Lanes. The reverse movement would also be accommodated, from the westbound SR-91 Express Lanes to the median of southbound SR-241. The connector would be tolled. The Build Alternative is shown in Figure 2.

On southbound SR-241, an additional lane and shoulder would be provided by widening the Windy Ridge Wildlife Undercrossing into the existing median and improving the highway median. On northbound SR-241, an additional lane and shoulder would be provided by improving the highway median. The two connector lanes would converge within the existing median on fill and two new bridge structures.

The Gypsum Canyon Road on- and off-ramps and the northbound-SR-241-to-eastbound-SR-91 general purpose connector would be realigned to accommodate the Proposed Project.

Existing eastbound SR-91 lanes would be shifted to the south by adding pavement to the south and restriping. Approximately 3,600 ft west of Coal Canyon Undercrossing, grading would occur and a retaining wall would be constructed. The grading and construction of an access road would encroach into County-owned land on Assessor's Parcel Number (APN) 085-071-56. Approximately 5 acres (ac) of land on this parcel would be acquired from the County of Orange for Caltrans right-of-way.

No Build Alternative. Under this alternative, no direct toll connector would be constructed between SR-241 and SR-91. The No Build Alternative:

- Would not close the connector gap between SR-241 and the SR-91 Express Lanes;
- Would not prevent motorists from inappropriately “queue jumping” during congested traffic periods, thereby disrupting traffic flow on the northbound SR-241 connector to the eastbound SR-91 general purpose lanes during PM Peak hours; and
- Would provide a benchmark by which the public and decision-makers can compare the magnitude of the effects of the Build Alternative.

PERMANENT ACQUISITION OF COUNTY-OWNED LAND

The SR-241/SR-91 Express Lanes Connector Project would permanently acquire approximately 5 ac of land on the slope approximately 3,600 ft west of Coal Canyon Undercrossing, on APN 085-071-56. This parcel is part of the Irvine Ranch NNL, owned by the County with a Conservation Easement held by The Nature Conservancy.

While the extent of project improvements is under review, Caltrans has determined that the improvement at the Irvine Ranch NNL will be considered a de minimis impact per 23 Code of Federal Regulations 774. This finding is based on the isolated nature and lack of recreational amenities on the subject parcel. The Proposed Project would result in direct use of the Irvine Ranch NNL through permanent acquisition of approximately 5 ac of this property; however, this use would not diminish the function of the NNL and the impacts do not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f). Further consultation is necessary to confirm a de minimis impact finding of this direct use under Section 4(f). Currently the Draft Supplemental EIR/EIS is scheduled for circulation to the public in mid-2016. The Section 4(f) Resource Analysis will be included as an appendix to the Draft Supplemental EIR/EIS. As per FHWA and Caltrans guidelines, Caltrans will be in contact with you prior to finalizing the Supplemental EIR/EIS in order to finalize this de minimis finding.

Sincerely,



SMITA DESHPANDE
Branch Chief
Division of Environmental Analysis, Generalist Branch

Attachments: Figure 1, Project Location
Figure 2, Build Alternative

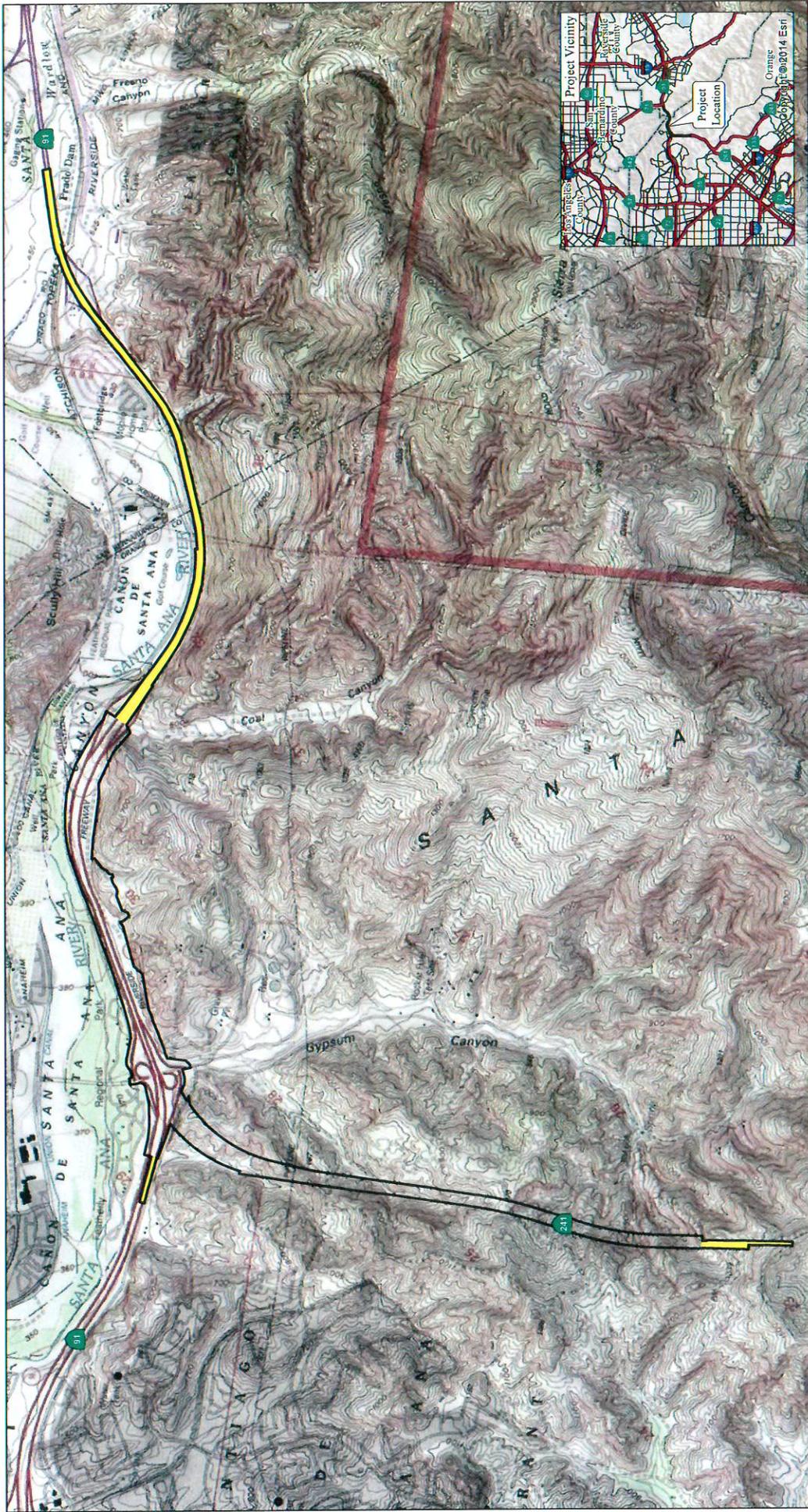


FIGURE 1

LEGEND
 [Black Line] Project Location
 [Yellow Area] Advance Signage Areas



SOURCE: USGS 7.5' Quad - Black Star Canyon (1988), CA
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FIGURE 2
Sheet 1 of 6



LEGEND

- Project Area (Physical Improvements)
- Proposed Roadway
- Proposed Grading Limits (Slope and Access Road)
- ETC EIR/EIS Project Area
- Existing Caltrans Right-of-Way
- Proposed Right-of-Way
- Proposed Construction Singing Area
- Proposed Biofiltration Swale
- Proposed Media Filter
- Proposed Storm Drain Pipe
- Proposed Storm Drain Swale
- Proposed Storm Drain Structure
- Proposed Bridge Structure
- Proposed Retaining Wall
- Proposed Construction Access

SOURCE: Bing (2013); RBF (7/1/2015)
I:\RBF101\GIS\Build\Alternative.mxd (9/24/2015)

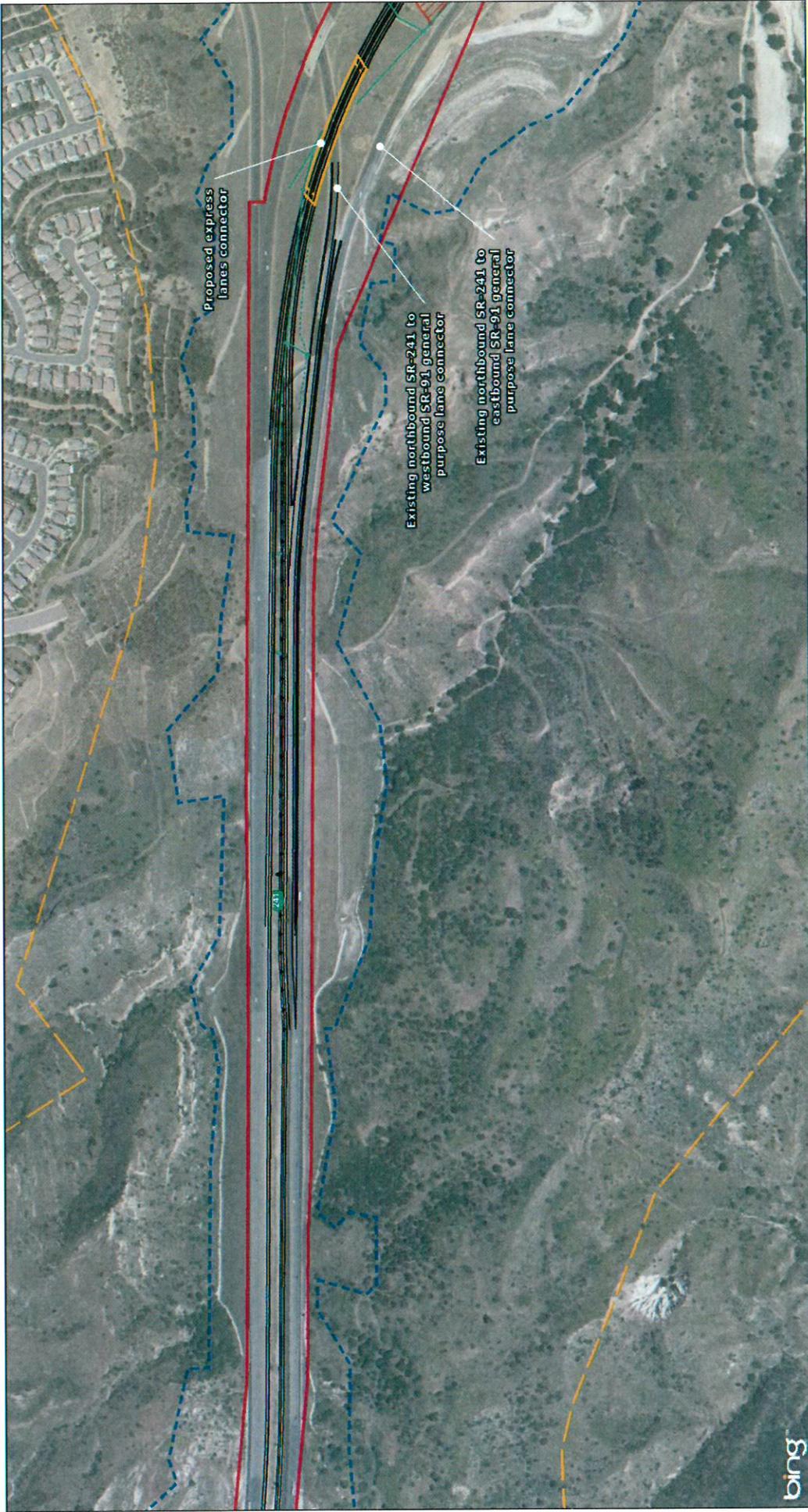


FIGURE 2
Sheet 2 of 6



- LEGEND**
- Project Area (Physical Improvements)
 - Advance Signage Areas
 - ETC EIR/EIS Project Area
 - Existing Caltrans Right-of-Way
 - Proposed Right-of-Way
 - Proposed Roadway
 - Proposed Grading Limits (Slope and Access Road)
 - Proposed Bridge Structure
 - Proposed Retaining Wall
 - Proposed Construction Access
 - Proposed Construction Staging Area
 - Proposed Biofiltration Swale
 - Proposed Media Filter
 - Proposed Storm Drain Pipe
 - Proposed Storm Drain Swale
 - Proposed Storm Drain Structure



SOURCE: Bing (2012), RBF (7/1/2015)
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FIGURE 2

Sheet 3 of 6



SR-241/SR-91 Express Lanes Connector
Build Alternative

- LEGEND**
- Project Area (Physical Improvements)
 - Advance Signage Areas
 - ETC EIR/EIS Project Area
 - Existing Caltrans Right-of-Way
 - Proposed Right-of-Way
 - Proposed Roadway
 - Proposed Grading Limits (Slope and Access Road)
 - Proposed Bridge Structure
 - Proposed Retaining Wall
 - Proposed Construction Access
 - Proposed Construction Staging Area
 - Proposed Biofiltration Swale
 - Proposed Media Filter
 - Proposed Storm Drain Pipe
 - Proposed Storm Drain Swale
 - Proposed Storm Drain Structure



SOURCE: Bing (01/12); RBF (7/17/2015)
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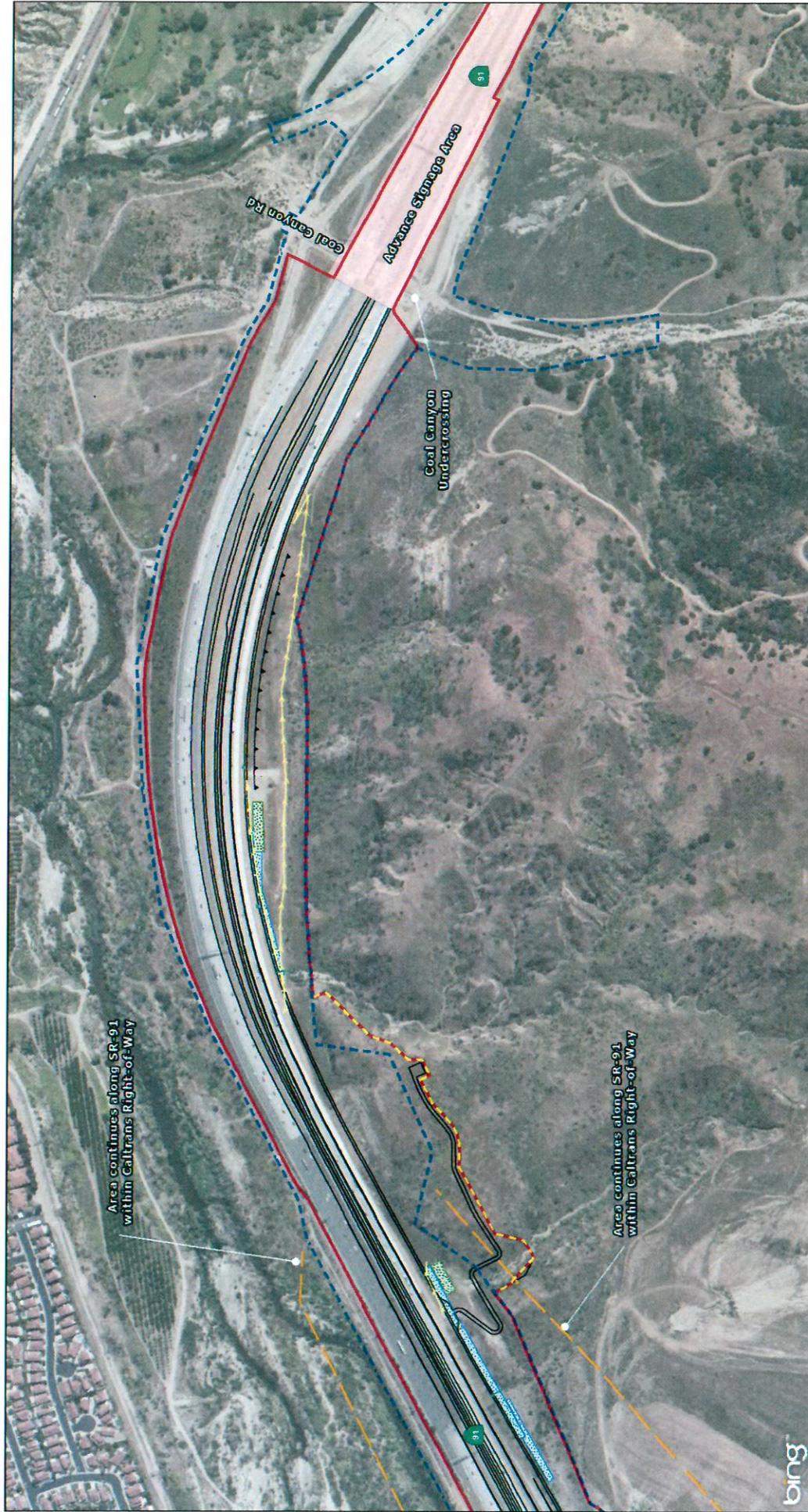


FIGURE 2
Sheet 4 of 6



LEGEND

- Project Area (Physical Improvements)
- Advance Signage Area
- ETC EIR/EIS Project Area
- Existing Caltrans Right-of-Way
- Proposed Right-of-Way
- Proposed Roadway
- Proposed Grading Limits (Slope and Access Road)
- Proposed Bridge Structure
- Proposed Retaining Wall
- Proposed Construction Access
- Proposed Construction Staging Area
- Proposed Biofiltration Swale
- Proposed Media Filter
- Proposed Storm Drain Pipe
- Proposed Storm Drain Swale
- Proposed Storm Drain Structure

SOURCE: Bing (2012); RBF (7/1/2015)
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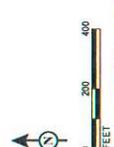


FIGURE 2
Sheet 5 of 6



- LEGEND**
- Project Area (Physical Improvements)
 - Advance Signage Areas
 - ETC EIR/EIS Project Area
 - Existing Caltrans Right-of-Way
 - Proposed Right-of-Way
 - Proposed Roadway
 - Proposed Grading Limits (Slope and Access Road)
 - Proposed Bridge Structure
 - Proposed Retaining Wall
 - Proposed Construction Access
 - Proposed Construction Staging Area
 - Proposed Biofiltration Swale
 - Proposed Media Filter
 - Proposed Storm Drain Pipe
 - Proposed Storm Drain Swale
 - Proposed Storm Drain Structure

SR-241/SR-91 Express Lanes Connector
Build Alternative



SOURCE: Bing (2012); RBF (7/7/2015)
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FIGURE 2
Sheet 6 of 6



- LEGEND**
- Project Area (Physical Improvements)
 - Advance Signage Areas
 - ETC EIR/EIS Project Area
 - Existing Caltrans Right-of-Way
 - Proposed Right-of-Way
 - Proposed Roadway
 - Proposed Grading Limits (Slope and Access Road)
 - Proposed Bridge Structure
 - Proposed Retaining Wall
 - Proposed Construction Access
 - Proposed Construction Staging Area
 - Proposed Biofiltration Swale
 - Proposed Media Filter
 - Proposed Storm Drain Pipe
 - Proposed Storm Drain Swale
 - Proposed Storm Drain Structure

SOURCE: Bing (2012); RBF (7/7/2015)
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