

Appendix A Resources Evaluated Relative to the Requirements of Section 4(f): No Use Determination

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.”

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 because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the Project does not permanently use the property and does not hinder the preservation of the property.

A.1 Project Description

The California Department of Transportation (Caltrans) District 12 is proposing managed lanes (ML) improvements in both directions on Interstate (I) 5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the proposed Project limits to address operational deficiencies. The proposed Project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 28.9) to the Orange County/Los Angeles (OC/LA) County line (12-ORA-5 PM 44.4) in the cities of Irvine, Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, La Mirada, and Santa Fe Springs and include implementing associated signage (including advance signage on adjacent arterials) and tolling infrastructure.

The purpose of this project is to improve the overall movement of people and goods along this section of I-5 by:

- Improving the ML network operations
- Improving mobility and trip reliability
- Maximizing person throughput by facilitating efficient movement of bus and rideshare users
- Applying technology to help manage traffic demand

The need, or deficiency, of the project is the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line experience:

- HOV lane degradation (does not meet the federal performance standards)
- Demand exceeds existing capacity
- Operational deficiencies

Four preliminary alternatives, including three Build Alternatives and the No Build Alternative, are under consideration. The No Build Alternative (Alternative 1) and three Build Alternatives (Alternative 2, 3, and 4) are evaluated as a part of the Environmental Impact Report/Environmental Assessment (EIR/EA). The project alternatives are described below.

A.1.1 Project Alternatives

A.1.1.1 Alternative 1: No Build

Alternative 1, the No Build Alternative, does not include improvements to the existing lane configurations for I-5. Under the No Build Alternative, no additional roadway improvements would occur. This alternative includes other projects on the financially constrained project list in the adopted Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) within the proposed Project limits on I-5 and the Preferred Plan in the Orange County Transportation Authority (OCTA) 2018 Long-Range Transportation Plan (LRTP) within the proposed Project limits.

A.1.1.2 Alternative 2: Modify Existing HOV 2+ Lanes to HOV 3+ Lanes

Alternative 2 would maintain the existing lane configurations for I-5 with a modification of the minimum HOV-lane occupancy requirement from two-plus (2+) to three-plus (3+) passengers within the current HOV system in each direction between Red Hill Avenue and the OC/LA County line. As a result of this increase in the occupancy requirement and improved trip reliability, through the Transportation System Management/Transportation Design Management (TSM/TDM) elements, it would promote and encourage public and private transit such as Bus Rapid Transit (BRT) and ridesharing. Under this alternative, no additional roadway improvements would occur. Additionally, two proposed park-and-ride facilities are being evaluated as part of Alternative 2 and would be constructed within the existing freeway right-of-way (ROW). Sign replacement and pavement delineation would also be implemented to meet the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) standards.

A.1.1.3 Alternative 3: Convert Existing HOV Lanes to Express Lanes

Alternative 3 would convert the existing HOV lane to an Express Lane (EL) in each direction between Red Hill Avenue and State Route (SR) 55; convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and convert the existing HOV lane to an EL in each direction from SR-57 to the OC/LA County line. The typical cross-section consists of a 12-foot-wide EL, a 2- to 4-foot buffer, 12-foot-wide general-purpose (GP) lanes, 12-foot-wide auxiliary lanes, a 4- to 26-foot-wide inside shoulder, and a 10-foot-wide outside shoulder and would be provided to accommodate the EL. One 12-foot weave lane is proposed at locations of ingress or egress. Additionally, two proposed park-and-ride facilities are being evaluated as part of Alternative 3 and would be constructed within the existing freeway ROW. Sign replacement and pavement delineation would also be implemented to meet the latest CA MUTCD standards.

A.1.1.4 Alternative 4: Convert Existing HOV Lanes to Express Lanes and Construct Additional Express Lanes

Alternative 4 would convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55; convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; convert the existing HOV lane to an EL in each direction from SR-57 to the OC/LA County line; and construct an additional EL in each direction between SR-57 and SR-91. The typical cross-section consists of 12-foot-wide ELs, a 2- to 4-foot buffer, 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, a 4- to 14-foot-wide inside shoulder, and a 10-foot-wide outside shoulder and would be provided to accommodate the ELs. One 12-foot weave lane is proposed at locations of ingress or egress. Additionally, two proposed park-and-ride facilities are being evaluated as part of Alternative 4 and would be constructed within the existing freeway ROW. Sign replacement and pavement delineation would also be implemented to meet the latest CA MUTCD standards.

A.2 Requirements of Sections 4(f) and 6(f)

A.2.1 Section 4(f)

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 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. The Federal Highway Administration (FHWA) final rule on Section 4(f) *de minimis* determinations is codified in 23 Code of Federal Regulations (CFR) Sections 774.3 and 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) property that may be affected by a project action.

A.2.2 Section 6(f)

State and local governments can obtain grants through the Land and Water Conservation Fund (L&WCF) Act to acquire land for or make improvements to public parks and recreation areas. Section 6(f) of the L&WCF Act prohibits the conversion of property acquired or developed with these grants to a nonrecreation or nonparkland purpose without the approval of the Department of the Interior (DOI) National Park Service. Section 6(f) directs the DOI to ensure that replacement lands of equal value, location, and usefulness are provided as conditions to the conversion of lands acquired or developed with L&WCF Act funds to nonparkland uses. Consequently, where conversions of Section 6(f) lands are proposed for highway projects, replacement of the affected land is required.

A.3 Definitions of Permanent Incorporation, Temporary Occupancy, and Constructive Use of Section 4(f) Properties

As defined in 23 CFR 774.17, the “use” of a Section 4(f) property occurs when:

- Land is permanently incorporated into a transportation facility (i.e., permanent incorporation);
- There is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose of Section 4(f) (i.e., temporary occupancy/temporary use) or as determined by the criteria in Section 774.13(d); or
- There is a constructive use of a Section 4(f) property as determined by the criteria in Section 774.15.

These uses under Section 4(f) are described in detail in the following sections.

A.3.1 Permanent Use/Incorporation

A permanent use of a Section 4(f) property occurs when property is permanently incorporated into a proposed transportation facility. This might occur as a result of partial or full acquisition, permanent easements, or temporary easements that exceed the conditions for temporary occupancy.

A.3.2 Temporary Use/Occupancy

A temporary use of a Section 4(f) property occurs when a temporary occupancy is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. A temporary occupancy of property does not constitute a use of a Section 4(f) property when the criteria in Section 774.13(d) are satisfied.

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) property does not normally constitute use if each of the following five conditions is met (23 CFR 774.13(d)):

- a. The duration must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land;
- b. The scope of the work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal);
- c. There are no anticipated permanent adverse physical impacts, nor would there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- d. The land being used must be fully restored (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project); and
- e. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) property regarding the above conditions.

A.3.3 Constructive Use

A constructive use of a Section 4(f) property occurs when a transportation project does not permanently incorporate property from a protected property, but the proximity of a transportation facility results in impacts that 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.

A.4 Identification of Section 4(f) Properties

Section 4(f) applies to “... publicly owned land of a public park, recreation areas or wildlife and waterfowl refuge, or land of an historic site of national, state, or local significance.” Publicly owned land is considered to be a park, recreation area, or wildlife and waterfowl refuge when the land has been officially designated as such or when the federal, State, or local officials having jurisdiction over the land determine that one of its major purposes or functions is for park, recreation, or refuge purposes (FHWA Section 4(f) Policy Paper, July 2012). Any part of a publicly owned park, recreation area, refuge, or historic site is presumed to be significant unless there is a statement of insignificance relative to the whole park by the federal, State, or local official having jurisdiction over that property.

With respect to historic properties, for purposes of Section 4(f), a historic site is significant only if it is in or eligible for listing in the National Register of Historic Places (NRHP), unless the FHWA determines that the application of Section 4(f) is otherwise appropriate (FHWA Section 4(f) Policy Paper).

A.4.1 Section 4(f) Study Areas

The following study areas were used for the identification of Section 4(f) properties:

- The area within 0.5 mile (mi) of the maximum disturbance limits (Project Area) for Alternative 4 was used to define the Study Area for existing publicly owned recreation and park properties, including local, regional, State, and federal properties; existing play and sports fields of public schools with public access, publicly owned wildlife and water fowl refuges and conservation areas; and existing off-street public bicycle, pedestrian, and equestrian trails (Figure A-1, Section 4(f) Properties [all figures provided in Attachment A]). The Study Area was defined using Alternative 4 since this alternative has the largest footprint. This will identify an area large enough to assess the potential for the Build Alternatives to result in direct and indirect impacts on Section 4(f) properties.
- The APE was developed as part of the HPSR and was used as the Study Area for the Section 4(f) analyses for historic properties. Additional discussion regarding the development of the APE is provided in the HPSR. The *Historic Property Survey Report* (HPSR) (April 2023) determined that there are no properties within the Area of Potential Effects (APE) that are listed, eligible for listing, or determined eligible for listing in the NRHP.

A.4.1.1 Identification of Publicly Owned Parks, Recreation Resources, and Wildlife and Waterfowl Refuges in the Study Area

The first step of the identification process consisted of reviewing various available technical and public documents, including websites, to identify resources in the Section 4(f) Study Area that might qualify for protection under Section 4(f).

Five off-street trails, 34 park and recreational facilities, and 9 public schools/play areas were identified in the Study Area that meet the requirements of a Section 4(f) resource. However, none of the Build Alternatives will result in the use of these facilities and, therefore, do not trigger the requirements for Section 4(f) protection. These resources are shown on Figure A-1 and listed in Table A.1 (Tables A.1 and A.2 are provided after Section A.4.2.2). However, all 5 of the off-street trails intersect or are immediately adjacent to the Project Area, and 4 of the 34 parks and recreational facilities, are immediately adjacent to the Project Area. Indirect impacts to those resources are discussed in more detail below in Table A.2 and shown on Figure A-1, Section 4(f) Properties.

No wildlife refuges or open space areas were identified in the Study Area. Therefore, these types of resources are not discussed further.

A.4.2 National Register of Historic Places Listed and Eligible Properties

Because this Project is a federal undertaking, it must also comply with the National Historic Preservation Act (NHPA). The NHPA implementing regulations at CFR Title 36, Part 800.4(a)(1) require the establishment of an APE. The APE is the geographic area or areas within which an undertaking may directly or indirectly alter the character or use of historic properties, if any such properties exist. As described earlier, the APE serves as the Study Area for Section 4(f) historic properties that are listed, eligible for listing, or assumed eligible for listing in the NRHP for this undertaking. The APE for the Project is described in more detail in the following section and is shown in the HPSR.

A.4.2.1 Area of Potential Effects

The APE for the proposed Project totals 1,037 acres and extends vertically from a range of 2 to 25 feet along the I-5 Project corridor. In addition, the APE incorporates areas of both direct and indirect effects in order to allow for the analysis of archaeological and built environment resources.

Table A.1: Section 4(f) Resources within the Study Area

Property Name	Location	Distance from Project Area
Lower Peters Canyon Community Park	3901 Farwell Avenue Irvine, CA 92602	0.35 mile
Harvard Square Park	14701 Harvard Avenue Irvine, CA 92606	0.11 mile
*Peters Canyon Regional Trail and Bikeway	Orange to Newport Beach	Intersects Project Area
*Peters Canyon Off-Street Bikeway	Orange to Irvine	Intersects Project Area
Camino Real Park	13602 Parkcenter Lane Tustin, CA 92780	0.18 mile
C.E. Utt Middle School	13601 Browning Avenue Tustin, CA 92780	0.25 mile
Frontier Park	1400 Mitchell Avenue Tustin, CA 92780	0.1 mile
Tustin High School	1171 East El Camino Real Tustin, CA 92780	100 feet
Pine Tree Park	1402 Bryan Avenue Tustin, CA 92780	0.4 mile
*Santa Ana Zoo at Prentice Park	1801 East Chestnut Avenue Santa Ana, CA 92701	35 feet
Pepper Tree Park	230 West First Street Tustin, CA 92780	0.4 mile
Saddleback View Park	843 West Cottonwood Circle Anaheim, CA 92805	Immediately adjacent to Project Area
Cabrillo Park	1820 East Fruit Street Santa Ana, CA 92701	0.2 mile
Mabury Park	1801 East Fruit Street Santa Ana, CA 92701	0.11 mile
French Park	901 North French Street Santa Ana, CA 92701	0.46 mile
Chepa's Park	1009 North Custer Street Santa Ana, CA 92701	0.15 mile
Hoover Elementary School	408 East Santa Clara Avenue Santa Ana, CA 92706	0.1 mile
*Santiago Creek Trail	Santa Ana to Orange	Immediately adjacent to Project Area
Santiago Park	600 East Memory Lane Santa Ana, CA 92705	0.1 mile
Morrison Park	2801 North Westwood Avenue Santa Ana, CA 92706	0.17 mile
*William Eldridge Park	2933 Fallbrook Drive Santa Ana, CA 92706	Immediately adjacent to Project Area
*Santa Ana River Regional Trail	Huntington Beach to Corona	Intersects Project Area
El Camino Real Park	400 North Main Street Orange, CA 92868	0.43 mile

Table A.1: Section 4(f) Resources within the Study Area

Property Name	Location	Distance from Project Area
Ponderosa Park	320 East Orangewood Avenue Anaheim, CA 92802	0.4 mile
Magnolia Park	1515 Wright Circle Anaheim, CA 92806	0.4 mile
Aloe Greens Park	1400 East Park Street Anaheim, CA 92805	0.25 mile
Paul Revere Park	160 West Guinida Lane Anaheim, CA 92805	0.19 mile
Walnut Grove Park	905 South Anaheim Boulevard Anaheim, CA 92805	0.49 mile
*Cottonwood Park	843 West Cottonwood Circle Anaheim, CA 92805	Immediately adjacent to Project Area
Betsy Ross Park	1280 West Santa Ana Street Anaheim, CA 92802	75 feet
Anaheim High School	911 West Lincoln Avenue Anaheim, CA 92805	0.2 mile
Brookhurst Community Park	2271 West Crescent Avenue Anaheim, CA 92801	0.3 mile
Brookhurst Junior High School	601 North Brookhurst Street Anaheim, CA 92801	0.12 mile
John Marshall Park	2001 West La Palma Avenue Anaheim, CA 92801	0.11 mile
Patrick Henry Elementary School	1123 West Romneya Drive Anaheim, CA 92801	0.12 mile
Manzanita Park	1260 North Riviera Street Anaheim, CA 92801	0.32 mile
Boisseranc Park	7520 Dale Street Buena Park, CA 90620	0.14 mile
William Peak Park	7225 El Dorado Drive Buena Park, CA 90620	0.36 mile
Carl Brenner Park	7373 San Rafael Drive Buena Park, CA 90620	0.18 mile from advance signage
Buena Park Junior High School	6931 Orangethorpe Avenue Buena Park, CA 90620	0.23 mile from advance signage
Gilbert Park	2120 West Orangethorpe Avenue Fullerton, CA 92833	0.34 mile from advance signage
Orangethorpe Park	1737 West Roberta Avenue Fullerton, CA 92833	0.14 mile from advance signage
Woodcrest Park	440 West Orangethorpe Avenue Fullerton, CA 92832	0.3 mile from advance signage
Olive Park	901 Gilbert Street Fullerton, CA 92833	0.46 mile from advance signage
Buena Park High School	8833 Academy Drive Buena Park, CA 90621	0.17 mile
Whitaker Elementary School	8401 Montana Avenue Buena Park, CA 90621	0.1 mile
George Bellis Park	7171 8 th Street Buena Park, CA 90621	175 feet

Table A.1: Section 4(f) Resources within the Study Area

Property Name	Location	Distance from Project Area
*Coyote Creek Bikeway	La Palma to La Mirada	Intersects Project Area

Source: LSA Associates, Inc. (2023).

*Included in Table A.2 as a Section 4(f) property intersecting or immediately adjacent to the Project Area.

The Direct APE includes areas where physical impacts from the proposed Project will occur. These are generally limited to the Project’s proposed and existing ROW and include the horizontal and vertical limits associated with ground-disturbing activities. The Indirect APE includes areas that extend beyond those of direct effects and include areas that may be indirectly affected by visual, noise, and other effects. Areas of indirect effects generally include all parcels directly adjacent to the proposed ROW unless they are undeveloped or unless potential effects will be unlikely due to sufficient distance between the construction footprint and any development.

A.4.2.2 NRHP-Listed and Eligible Properties in the APE

Historic architectural properties identified in the HPSR as within the APE include all properties that contain buildings, structures, objects, sites, landscapes, and districts more than 45 years of age at the time the cultural resources survey for this Project was conducted.

The HPSR determined there are no NRHP-listed or eligible historic properties in the APE. Therefore, there are no NRHP-listed or eligible cultural resources that would trigger the requirements for protection under Section 4(f), and no further discussion of those types of resources is provided in this evaluation.

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
Publicly Owned Parks and Other Recreation Resources	
<p>Peters Canyon Regional Trail and Bikeway</p> <p>Location: Along the west side of the Peters Canyon Wash Channel from the City of Orange; extending south through the cities of Tustin, Irvine, and Newport Beach; and ending in the Upper Newport Bay</p> <p>Official with Jurisdiction: County of Orange</p> <p>Description: Peters Canyon Regional Trail and Bikeway crosses under the Project footprint. The Peters Canyon Regional Trail and Bikeway is a regional Class I (off-street) trail that connects the cities of Tustin, Orange, Irvine, and Newport Beach. Through the Project footprint, the existing Class I (off-street) trail is on the west side of the Peters Canyon Wash Channel and crosses under I-5 within Orange County Flood Control District right-of-way. The resource is maintained by OC Parks. The trail currently terminates at the Metrolink railroad tracks near the Tustin city limits and continues from Warner Avenue to the south to the trail's terminus, connecting to the San Diego Creek Trail at Barranca Parkway in the city of</p>	<p>The Peters Canyon Regional Trail and Bikeway crosses under the Project Area, but there would be no permanent use, temporary occupancy, or permanent easements at this park under the Build Alternatives. As a result, the requirements for protection of the Peters Canyon Regional Trail and Bikeway under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the Peters Canyon Regional Trail and Bikeway for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> • Access: Access to this trail within the Study Area is currently available from El Camino Real to the east of I-5. None of the proposed improvements under the Build Alternatives would result in temporary or permanent changes to access to this trail from El Camino Real. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from the Peters Canyon Regional Trail and Bikeway. • Visual and Aesthetics: This trail is in a developed area crossing under the Project Area. Before or after crossing under I-5 on the trail, when a pedestrian or bicyclist is at grade with I-5, existing land uses provide a visual buffer between the trail and the improvements proposed under the Build Alternatives. The Build Alternatives do not include new features that would be tall enough to be visible from the trail or to substantively change views from the trail. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this trail. • Water Quality: The Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters. No additional runoff will affect the trail in the short or long term. • Air Quality: Construction activities associated with the Build Alternatives would produce exhaust and fugitive dust emissions. With the implementation of Project Feature PF-AQ-1 (provided in Section 2.13, Air Quality, of this EIR/EA) to control and reduce equipment emissions and fugitive dust, construction would not result in any adverse air quality impacts. During operation, no avoidance, minimization, and/or mitigation measures are required, as the Build Alternatives would not produce substantial operational air quality impacts. Therefore, the Build Alternatives would not result in short- or long-term adverse air quality impacts on this Section 4(f) property. • Noise: This trail is in the vicinity of I-5. Trail users would hear traffic on I-5 similar to existing conditions during operation of the Build Alternatives. As a result, the Build Alternatives would not result in indirect noise effects on the Peters Canyon Regional Trail and Bikeway that would result in changes in the features and attributes that qualify the trail for protection under Section 4(f).

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
<p>Irvine. At the missing trail segment, the Peters Canyon Trail connects to two Class I (off-street) trails for the length of the missing trail segment. There are future plans for the missing trail segment in the city of Tustin. The existing off-street trail is approximately 4.6 mi long and is open for public use.</p>	<ul style="list-style-type: none"> • Natural Communities, Plant Species, and Animal Species: This trail and bikeway is paved through the Study Area. Therefore, there would be no direct or indirect effects on natural communities, plant species, and/or animal species. <p>In summary, the proximity impacts of the Build Alternatives on the Peters Canyon Regional Trail and Bikeway would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this trail. Because the Build Alternatives would not result in permanent, temporary, or constructive use of this property, they will not trigger the requirements for protection under Section 4(f) at this property.</p>
<p>Peters Canyon Off-Street Bikeway</p> <p>Location: Along the east side of the Peters Canyon Wash Channel from the city of Orange and extending from Portola Parkway to Edinger Avenue</p> <p>Official with Jurisdiction: City of Irvine</p> <p>Description: The Peters Canyon Off-Street Bikeway crosses under the Project Area. The bikeway is a regional Class I (off-street) trail that begins across Jamboree Road from Irvine’s Valencia Park and continues to Peters Canyon Regional Park. A disconnected section of this trail runs along Jamboree Road from Canyon View Avenue to East Santiago Canyon Road in Orange, directly across from Santiago Canyon College. A planned paved trail will be developed linking the two segments, formally completing both the Peters Canyon Bikeway and Peters Canyon Regional Trail.</p>	<p>The Peters Canyon Off-Street Bikeway crosses under the Project Area, but there would be no permanent use, temporary occupancy, or permanent easements at this trail under the Build Alternatives. As a result, the requirements for protection of Peters Canyon Off-Street Bikeway under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the Peters Canyon Off-Street Bikeway for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> • Access: Access to this trail within the Study Area is currently available from El Camino Real to the east of I-5. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this trail from El Camino Real. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from the Peters Canyon Off-Street Bikeway. • Visual and Aesthetics: This trail is in a developed area crossing under the Project footprint. Before or after crossing under I-5 on the trail, when a pedestrian or bicyclist is at grade with I-5, existing land uses provide a visual buffer between the trail and the improvements proposed under the Build Alternatives. The Build Alternatives do not include new features that would be tall enough to be visible from the trail or to substantively change views from the trail. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this trail. • Water Quality: The Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters. No additional runoff will affect the trail in the short or long term. • Air Quality: Construction activities associated with the Build Alternatives would produce exhaust and fugitive dust emissions. With the implementation of Project Feature PF-AQ-1 (provided in Section 2.13, Air Quality, of this EIR/EA) to control and reduce equipment emissions and fugitive dust, construction would not result in any adverse air quality impacts. During operation, no avoidance, minimization, and/or mitigation measures are required, as the Build Alternatives would not produce substantial operational air quality impacts. Therefore, the Build Alternatives would not result in short- or long-term adverse air quality impacts on this Section 4(f) property.

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
<p>Through the Project footprint, the existing Class I (off-street) trail is on the east side of the Peters Canyon Wash Channel and crosses under I-5. The resource is maintained by the City of Irvine and is approximately 3.5 mi long and open for public use.</p>	<ul style="list-style-type: none"> • Noise: This trail is in the vicinity of I-5. Trail users would hear traffic on I-5 similar to existing conditions during operation of the Build Alternatives. As a result, the Build Alternatives would not result in indirect noise effects on the Peters Canyon Off-Street Bikeway that would result in changes in the features and attributes that qualify the trail for protection under Section 4(f). • Natural Communities, Plant Species, and Animal Species: This bikeway is paved through the Study Area. Therefore, there would be no direct or indirect effects on natural communities, plant species, and/or animal species. <p>In summary, the proximity impacts of the Build Alternatives on the Peters Canyon Off-Street Bikeway would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this trail. Because the Build Alternatives would not result in permanent, temporary, or constructive use of this property, they will not trigger the requirements for protection under Section 4(f) at this property.</p>
<p>Santa Ana Zoo at Prentice Park 1801 East Chestnut Avenue Santa Ana, CA 92701</p> <p>Official with Jurisdiction: City of Santa Ana</p> <p>Description: The Santa Ana Zoo at Prentice Park is immediately adjacent to the west of the Project Area. This recreational facility is approximately 35 ft from the Project Area. The Santa Ana Zoo is a 20 ac zoo that houses animals and plants, with a focus on recreation, education, and conservation. In addition, there are a playground and picnic tables at this location.</p>	<p>This zoo/park is outside the Project Area and there would be no permanent use, temporary occupancy, or permanent easements at this facility under the Build Alternatives. As a result, the requirements for protection of the Santa Ana Zoo at Prentice Park under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the Santa Ana Zoo at Prentice Park for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> • Access: Pedestrian and bicycle access to this facility is currently available from Chestnut Avenue and Elk Lane. The Build Alternatives would not require a TCE or permanent ROW from Chestnut Avenue or Elk Lane. None of the proposed improvements in the Build Alternatives would require physical modifications to the access points to the facility. Temporary closures of Chestnut Avenue or Elk Lane are not necessary. Therefore, access to the facility would be maintained during construction and operation of the Build Alternatives. The Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from the Santa Ana Zoo at Prentice Park. • Visual and Aesthetics: This facility is in a developed area approximately 35 ft west of the Project Area. Existing land uses, such as zoo buildings, mature trees/landscaping, and parking, provide a visual buffer between the outdoor recreational areas and the improvements proposed under the Build Alternatives. Views from the facility toward I-5 include views of the soundwall that exists along the southbound side of I-5, overhead signage, and the elevated connector from I-5 to SR-55. The proposed improvements under the Build Alternatives do not include new features that would substantively change views from this facility. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this facility.

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
	<ul style="list-style-type: none"> • Water Quality: The Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters. No additional runoff will affect this facility and amenities in the short or long term. • Air Quality: Construction activities related to the Build Alternatives would produce exhaust and fugitive dust emissions. With the implementation of Project Feature PF-AQ-1 (provided in Section 2.13, Air Quality, of this EIR/EA) to control and reduce equipment emissions and fugitive dust, construction would not result in any adverse air quality impacts. During operation, no avoidance, minimization, and/or mitigation measures are required, as the Build Alternatives would not produce substantial operational air quality impacts. Therefore, the Build Alternatives would not result in short- or long-term adverse air quality impacts on this Section 4(f) property. • Noise: The recreation areas at this facility are in a developed area immediately west of existing I-5. An existing soundwall provides a buffer between the facility and I-5. The existing soundwall would continue to shield noise in the future with the Build Alternatives. • Natural Communities, Plant Species, and Animal Species: The Santa Ana Zoo at Prentice Park is an urban park and does not contain sensitive vegetation communities. Although the zoo portion of the park does house animals, there would be no construction related to the Build Alternatives on or in the immediate vicinity of this facility; therefore, there would be no temporary disturbance to these animals. Operation of the Build Alternatives in this area would be limited to the I-5 mainline and would not result in any direct or indirect effects on animals at the facility. As a result, the construction and operation of the Build Alternatives would not result in short- or long-term impacts to natural communities, plant species, and/or animal species. <p>In summary, the proximity impacts of the Build Alternatives at the Santa Ana Zoo at Prentice Park would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this facility. Because the Build Alternatives would not result in permanent, temporary, or constructive use of this property, they will not trigger the requirements for protection under Section 4(f) at this property.</p>

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
<p>Saddleback View Park 631 North Patricia Lane Santa Ana, CA 92701</p> <p>Official with Jurisdiction: City of Santa Ana</p> <p>Description: Saddleback View Park is immediately adjacent to the west of the Project Area. This recreational facility is approximately 30 ft from the Project Area. The park includes a playground, a picnic table, picnic shelters, and a drinking fountain.</p>	<p>Saddleback View Park is outside the Project Area, and there would be no permanent use, temporary occupancy, or permanent easements at this park under the Build Alternatives. As a result, the requirements for protection of Saddleback View Park under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Saddleback View Park for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> • Access: Pedestrian and bicycle access to this park is currently available from East 6th Street, Eastside Avenue, and Patricia Lane. The Build Alternatives would not require a TCE or permanent ROW from East 6th Street, Eastside Avenue, or Patricia Lane. None of the proposed improvements in the Build Alternatives would require physical modifications to the access points to the park. Temporary closures of East 6th Street, Eastside Avenue, or Patricia Lane are not necessary. Therefore, access to the facility would be maintained during construction and operation of the Build Alternatives. The Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Saddleback View Park. • Visual and Aesthetics: This park is in a developed area approximately 30 ft west of the Project Area. Existing land uses, such as mature trees/landscaping and a landscaped soundwall, provide a visual buffer between the recreational areas and the improvements proposed under the Build Alternatives. Views from the park toward I-5 include views of the landscaped soundwall that exists along the southbound side of I-5. The proposed improvements under the Build Alternatives do not include new features that would substantively change views from this park. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this park. • Water Quality: The Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters. No additional runoff will affect this park and amenities in the short or long term. • Air Quality: Construction activities related to the Build Alternatives would produce exhaust and fugitive dust emissions. With the implementation of Project Feature PF-AQ-1 (provided in Section 2.13, Air Quality, of this EIR/EA) to control and reduce equipment emissions and fugitive dust, construction would not result in any adverse air quality impacts. During operation, no avoidance, minimization, and/or mitigation measures are required, as the Build Alternatives would not produce substantial operational air quality impacts. Therefore, the Build Alternatives would not result in short- or long-term adverse air quality impacts on this Section 4(f) property. • Noise: The recreation areas at this facility are in a developed area immediately west of existing I-5. An existing soundwall provides a buffer between the facility and I-5. The existing soundwall would continue to shield noise in the future with the Build Alternatives. • Natural Communities, Plant Species, and Animal Species: Saddleback View Park is an urban park; therefore, there would be no short- or long-term impacts to natural communities, plant species, and/or animal species.

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
	<p>In summary, the proximity impacts of the Build Alternatives at Saddleback View Park would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this facility. Because the Build Alternatives would not result in permanent, temporary, or constructive use of this property, they will not trigger the requirements for protection under Section 4(f) at this property.</p>
<p>Santiago Creek Bike Trail Travels east from I-5 at Broadway to Santiago Canyon Road at Cannon Street.</p> <p>Official with Jurisdiction: Orange County Flood Control</p> <p>Description: The southern terminus of the Santiago Creek Bike Trail is located at North Broadway immediately adjacent to I-5 and the Project Area. The Santiago Creek Bike Trail is a Class I (off-street) paved bike trail that spans 8.5 mi from Santa Ana to Orange. The bike trail provides access to four parks (including Santiago Park), spans two bridges, and includes shaded oak trees, benches, and views of Santiago Creek. There are 15 official access points along the trail, 4 of which include parking areas.</p>	<p>The southern terminus of the Santiago Creek Bike Trail is located at North Broadway, immediately adjacent to the Project Area, but there would be no permanent use, temporary occupancy, or permanent easements at this trail under the Build Alternatives. As a result, the requirements for protection of the Santiago Creek Bike Trail under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the Santiago Creek Bike Trail for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> • Access: Access to this trail within the Study Area is currently available from Mainplace Drive and North Broadway to the east of I-5. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this trail from Mainplace Drive or North Broadway. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from the Santiago Creek Bike Trail. • Visual and Aesthetics: This trail is in a developed area immediately adjacent to the Project Area. Existing land uses, including mature trees and landscaping, provide a visual buffer between the trail and the improvements proposed under the Build Alternatives. The Build Alternatives do not include new features that would be tall enough to be visible from the trail or to substantively change views from the trail. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this trail. • Water Quality: The Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters. No additional runoff will affect the trail in the short or long term. • Air Quality: Construction activities associated with the Build Alternatives would produce exhaust and fugitive dust emissions. With the implementation of Project Feature PF-AQ-1 (provided in Section 2.13, Air Quality, of this EIR/EA) to control and reduce equipment emissions and fugitive dust, construction would not result in any adverse air quality impacts. During operation, no avoidance, minimization, and/or mitigation measures are required, as the Build Alternatives would not produce substantial operational air quality impacts. Therefore, the Build Alternatives would not result in short- or long-term adverse air quality impacts on this Section 4(f) property.

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
	<ul style="list-style-type: none"> • Noise: This trail is in the vicinity of I-5. Trail users would hear traffic on I-5 similar to existing conditions during operation of the Build Alternatives. As a result, the Build Alternatives would not result in indirect noise effects on the Santiago Creek Bike Trail that would result in changes in the features and attributes that qualify the trail for protection under Section 4(f). • Natural Communities, Plant Species, and Animal Species: The Santiago Creek Bike Trail is a paved bicycle trail. Therefore, there would be no short- or long-term impacts to natural communities, plant species, and/or animal species. <p>In summary, the proximity impacts of the Build Alternatives on the Santiago Creek Bike Trail would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this trail. Because the Build Alternatives would not result in permanent, temporary, or constructive use of this property, they will not trigger the requirements for protection under Section 4(f) at this property.</p>
<p>Eldridge Park 2933 Fallbrook Drive Santa Ana, CA 92706</p> <p>Official with Jurisdiction: City of Santa Ana</p> <p>Description: Eldridge Park is immediately adjacent to the east of the Project Area. The 1.4 ac park does not have amenities other than concrete walking paths through grassy areas and trees.</p>	<p>Although Eldridge Park is immediately adjacent to the Project Area., there would be no permanent use, temporary occupancy, or permanent easements at this park under the Build Alternatives. As a result, the requirements for protection of Eldridge Park under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Eldridge Park for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> • Access: Pedestrian and bicycle access to this park is currently available from Sherwood Lane, Fairbrook Lane, and Fallbrook Drive. The Build Alternatives would not require a TCE or permanent ROW from Sherwood Lane, Fairbrook Lane, or Fallbrook Drive. None of the proposed improvements in the Build Alternatives would require physical modifications to the access points to the park. Temporary closures of Sherwood Lane, Fairbrook Lane, and Fallbrook Drive are not necessary. Therefore, access to the facility would be maintained during construction and operation of the Build Alternatives. The Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Eldridge Park. • Visual and Aesthetics: This park is in a developed area immediately adjacent to and east of the Project Area. Existing land uses such as mature trees/landscaping and a soundwall provide a visual buffer between the park and the improvements proposed under the Build Alternatives. Views from the park toward I-5 include views of the landscaped soundwall that exists along the southbound side of I-5. The proposed improvements under the Build Alternatives do not include new features that would substantively change views from this park. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this park. • Water Quality: The Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters. No additional runoff will affect this park and amenities in the short or long term.

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
	<ul style="list-style-type: none"> • Air Quality: Construction activities related to the Build Alternatives would produce exhaust and fugitive dust emissions. With the implementation of Project Feature PF-AQ-1 (provided in Section 2.13, Air Quality, of this EIR/EA) to control and reduce equipment emissions and fugitive dust, construction would not result in any adverse air quality impacts. During operation, no avoidance, minimization, and/or mitigation measures are required, as the Build Alternatives would not produce substantial operational air quality impacts. Therefore, the Build Alternatives would not result in short- or long-term adverse air quality impacts on this Section 4(f) property. • Noise: There are no recreation areas at this park, but the walking paths are in a developed area immediately east of existing I-5. An existing soundwall provides a buffer between the facility and I-5. The existing soundwall would continue to shield noise in the future with the Build Alternatives. • Natural Communities, Plant Species, and Animal Species: Eldridge Park is an urban park. Therefore, there would be no short- or long-term impacts to natural communities, plant species, and/or animal species. <p>In summary, the proximity impacts of the Build Alternatives at Eldridge Park would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this facility. Because the Build Alternatives would not result in permanent, temporary, or constructive use of this property, they will not trigger the requirements for protection under Section 4(f) at this property.</p>

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
<p>Santa Ana River Regional Riding and Hiking Trail</p> <p>Location: Follows the existing Santa Ana River alignment and span 30 mi from Huntington Beach to Corona.</p> <p>Official with Jurisdiction: Orange County Flood Control</p> <p>Description: The Santa Ana River Regional Trail crosses under the Project Area. The paved multi-use trail features Class I and II bikeways that follow the existing Santa Ana River alignment and span 30 miles from Huntington Beach to Corona. The trail is being expanded to ultimately span 110 miles from Huntington Beach to the San Bernardino County National Forest boundary line near Mentone, California. There are restrooms, parking, and water fountains along major access points of the trail.</p>	<p>The Santa Ana River Regional Trail crosses under the Project Area, but there would be no permanent use, temporary occupancy, or permanent easements at this trail under the Build Alternatives. As a result, the requirements for protection of the Santa Ana River Regional Trail under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the Santa Ana River Regional Trail for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> • Access: Access to this trail within the Study Area is currently available from West Chapman Avenue to the east of I-5. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this trail from West Chapman Avenue. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from the Santa Ana River Regional Trail. • Visual and Aesthetics: This trail is in a developed area crossing under the Project Area. Before or after crossing under I-5 on the trail, when a pedestrian or bicyclist is at grade with I-5, existing land uses provide a visual buffer between the trail and the improvements proposed under the Build Alternatives. The Build Alternatives do not include new features that would be tall enough to be visible from the trail or to substantively change views from the trail. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this trail. • Water Quality: The Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters. No additional runoff will affect the trail in the short or long term. • Air Quality: Construction activities associated with the Build Alternatives would produce exhaust and fugitive dust emissions. With the implementation of Project Feature PF-AQ-1 (provided in Section 2.13, Air Quality, of this EIR/EA) to control and reduce equipment emissions and fugitive dust, construction would not result in any adverse air quality impacts. During operation, no avoidance, minimization, and/or mitigation measures are required, as the Build Alternatives would not produce substantial operational air quality impacts. Therefore, the Build Alternatives would not result in short- or long-term adverse air quality impacts on this Section 4(f) property. • Noise: This trail is in the vicinity of I-5. Trail users would hear traffic on I-5 similar to existing conditions during operation of the Build Alternatives. As a result, the Build Alternatives would not result in indirect noise effects on the Santa Ana River Regional Trail that would result in changes in the features and attributes that qualify the trail for protection under Section 4(f). • Natural Communities, Plant Species, and Animal Species: Within the Study Area, the Santa Ana River Regional Riding and Hiking Trail is a paved trail that traverses a mainly urban environment. However, this trail crosses under I-5,

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
	<p>where there is the potential for bridge- and crevice-nesting species. Although there would be no construction related to the Build Alternatives on the Santa Ana River Regional Trail, there would be construction in the immediate vicinity of this trail, mainly to the bridge deck on I-5 above the trail. However, Project Features PF-BIO-14 through PF-BIO-23 (provided in Section 2.19, Animal Species, in this EIR/EA) would minimize potential temporary impacts to bats and bridge- and crevice-nesting species during construction. Operation of the Build Alternatives would be limited to the I-5 mainline and would not result in any direct or indirect effects on bridge- and/or crevice-nesting species.</p> <p>In summary, the proximity impacts of the Build Alternatives on the Santa Ana River Regional Trail would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this trail. Because the Build Alternatives would not result in permanent, temporary, or constructive use of this property, they will not trigger the requirements for protection under Section 4(f) at this property.</p>
<p>Cottonwood Park 843 West Cottonwood Circle Anaheim, CA 92805</p> <p>Official with Jurisdiction: City of Anaheim</p> <p>Description: Cottonwood Park is immediately adjacent to the east of the Project Area. The facility is a 0.5 ac park that includes a pair of mature cottonwood trees and features two age-specific playgrounds.</p>	<p>Although Cottonwood Park is immediately adjacent to the Project Area, it is outside the Project Area. Therefore, there would be no permanent use, temporary occupancy, or permanent easements at this park under the Build Alternatives. As a result, the requirements for protection of Cottonwood Park under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify Cottonwood Park for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> • Access: Pedestrian and bicycle access to this park is currently available from West Cottonwood Circle and Vermont Avenue. The Build Alternatives would not require a TCE or permanent ROW from West Cottonwood Circle or Vermont Avenue. None of the proposed improvements in the Build Alternatives would require physical modifications to the access points to the park. Temporary closures of West Cottonwood Circle or Vermont Avenue are not necessary. Therefore, access to the facility would be maintained during construction and operation of the Build Alternatives. The Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from Cottonwood Park. • Visual and Aesthetics: This park is in a developed area immediately adjacent to the Project Area. Existing land uses such as mature trees/landscaping and a landscaped soundwall provide a visual buffer between the recreational areas and the improvements proposed under the Build Alternatives. Views from the park toward I-5 include views of the landscaped soundwall that exists along the northbound side of I-5. The proposed improvements under the Build Alternatives do not include new features that would substantively change views from this park. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this park.

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
	<ul style="list-style-type: none"> • Water Quality: The Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters. No additional runoff will affect this park and amenities in the short or long term. • Air Quality: Construction activities related to the Build Alternatives would produce exhaust and fugitive dust emissions. With the implementation of Project Feature PF-AQ-1 (provided in Section 2.13, Air Quality, of this EIR/EA) to control and reduce equipment emissions and fugitive dust, construction would not result in any adverse air quality impacts. During operation, no avoidance, minimization, and/or mitigation measures are required, as the Build Alternatives would not produce substantial operational air quality impacts. Therefore, the Build Alternatives would not result in short- or long-term adverse air quality impacts on this Section 4(f) property. • Noise: The recreation areas at this facility are in a developed area immediately east of existing I-5. An existing soundwall provides a buffer between the facility and I-5. The existing soundwall would continue to shield noise in the future with the Build Alternatives. • Natural Communities, Plant Species, and Animal Species: Cottonwood Park is an urban park. Therefore, there would be no short- or long-term impacts to natural communities, plant species, and/or animal species. <p>In summary, the proximity impacts of the Build Alternatives at Cottonwood Park would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this facility. Because the Build Alternatives would not result in permanent, temporary, or constructive use of this property, they will not trigger the requirements for protection under Section 4(f) at this property.</p>

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
<p>Coyote Creek Bikeway Travels from 183rd Street in La Palma to Hillsborough Drive in La Mirada</p> <p>Official with Jurisdiction: Los Angeles County Department of Public Works</p> <p>Description: The southwestern terminus of the Coyote Creek Bikeway is located at 183rd Street in La Palma and travels northeast until it terminates at Hillsborough Drive in La Mirada. This trail crosses under the Project Area in the city of La Mirada. The Coyote Creek Bikeway is a 5.8 mi Class I (off-road) multi-use asphalt trail.</p>	<p>The Coyote Creek Bikeway crosses under the Project Area, but there would be no permanent use, temporary occupancy, or permanent easements at this park under the Build Alternatives. As a result, the requirements for protection of the Coyote Creek Bikeway under Section 4(f) are not triggered by the Build Alternatives.</p> <p>The potential for the Build Alternatives to result in proximity or constructive use impacts that would substantially impair the activities, features, and/or attributes that qualify the Coyote Creek Bikeway for protection under Section 4(f) was evaluated as follows:</p> <ul style="list-style-type: none"> • Access: Access to this trail within the Study Area is currently available from Knott Avenue to the east of I-5 and Artesia Boulevard to the west of I-5. None of the proposed improvements in the Build Alternatives would result in temporary or permanent changes to access to this trail from Knott Avenue or Artesia Boulevard. As a result, the Build Alternatives would not result in temporary or permanent indirect adverse effects on access to/from the Coyote Creek Bikeway. • Visual and Aesthetics: This trail is in a developed area crossing under the Project Area. Before or after crossing under I-5 on the trail, when a pedestrian or bicyclist is at grade with I-5, existing land uses provide a visual buffer between the trail and the improvements proposed under the Build Alternatives. The Build Alternatives do not include new features that would be tall enough to be visible from the trail or to substantively change views from the trail. As a result, the Build Alternatives would not result in adverse visual or aesthetic effects on this trail. • Water Quality: The Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters. No additional runoff will affect the trail in the short or long term. • Air Quality: Construction activities associated with the Build Alternatives would produce exhaust and fugitive dust emissions. With the implementation of Project Feature PF-AQ-1 (provided in Section 2.13, Air Quality, of this EIR/EA) to control and reduce equipment emissions and fugitive dust, construction would not result in any adverse air quality impacts. During operation, no avoidance, minimization, and/or mitigation measures are required, as the Build Alternatives would not produce substantial operational air quality impacts. Therefore, the Build Alternatives would not result in short- or long-term adverse air quality impacts on this Section 4(f) property. • Noise: This trail is in the vicinity of I-5. Trail users would hear traffic on I-5 similar to existing conditions during operation of the Build Alternatives. As a result, the Build Alternatives would not result in indirect noise effects on the Coyote Creek Bikeway that would result in changes in the features and attributes that qualify the trail for protection under Section 4(f). • Natural Communities, Plant Species, and Animal Species: Within the Study Area, the Coyote Creek Bikeway is a paved trail that traverses a mainly urban environment. However, this trail crosses under I-5, where there is the potential

Table A.2: Section 4(f) Resources that Intersect or are Adjacent to the Proposed Project Area

Name, Location, Official with Jurisdiction, and Description	Section 4(f) Evaluation
	<p>for bridge- and crevice-nesting species. Although there would be no construction related to the Build Alternatives on the Coyote Creek Bikeway, there would be construction in the immediate vicinity of this trail, mainly to the bridge deck on I-5 above the trail. However, Project Features PF-BIO-14 through PF-BIO-23 (provided in Section 2.19, Animal Species, of this EIR/EA) would minimize potential temporary impacts to bats and bridge- and crevice-nesting species during construction. Operation of the Build Alternatives would be limited to the I-5 mainline and would not result in any direct or indirect effects on bridge- and/or crevice-nesting species.</p> <p>In summary, the proximity impacts of the Build Alternatives on the Coyote Creek Bikeway would not substantively impair the protected activities, features, or attributes of this resource in terms of its Section 4(f) significance. As a result, the Build Alternatives would not result in constructive use of this trail. Because the Build Alternatives would not result in permanent, temporary, or constructive use of this property, they will not trigger the requirements for protection under Section 4(f) at this property.</p>

Source: LSA (2023).

ac = acre(s)

EIR/EA = Environmental Impact Report/Environmental Assessment

ft = foot/feet

I = Interstate

mi = mile(s)

ROW = right-of-way

sf = square feet

SR = State Route

TCE = temporary construction easement

A.5 Identification of Section 6(f) Properties

Properties in which Section 6(f) funds were used can be identified through the L&WCF website under the “Map of LWCF” link.¹ Review of this list confirmed there are four Section 6(f) properties in the Study Area: Santa Ana Zoo at Prentice Park, Santiago Park, Paul Revere Park, and Manzanita Park.

A.6 Section 4(f) Properties Adjacent to the Project Footprint

As discussed previously in Section A.4.1.2, all 5 off-street trails intersect with the Project Area, and 6 of the 34 parks and recreational facilities, and 1 of the 9 public schools/play areas within the Study Area are immediately adjacent to the Project Area. As shown in Table A.2, the potential for the following types of impacts on each property were assessed for:

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

As discussed in Table A.2, the Build Alternatives would not result in the permanent use of land from, temporary occupancies or use of land at, or permanent aerial, surface, or subsurface easements at any of the resources listed in Table A.2. The Build Alternatives would not result in proximity or constructive use at any of those resources that would substantially impair the activities, features, and/or attributes that qualify the resources for protection under Section 4(f). Because the Build Alternatives would not impact these resources, no mitigation is needed. Discussed in detail in Table A.2, the Build Alternatives would not trigger the requirements for protection under Section 4(f) at any publicly owned parks and recreation resources listed in Table A.2.

¹ United States Department of the Interior, National Park Service, Land & Water Conservation Fund. “Map of LWCF.” Website: <https://lwcf.tplgis.org/mappast/> (accessed April 2023).

A.7 Public Notice

This Draft EIR/EA is being distributed to a number of agencies and members of the general public for review and comment. In addition, notices regarding the completion of the Notice of Availability of the Draft EIR/EA in compliance with both the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) were published.

The distribution of the Draft EIR/EA, including this appendix, provides agencies and members of the general public opportunities to provide comments on the Draft EIR/EA for the I-5 Managed Lanes Project from Red Hill Avenue to the Orange County/Los Angeles County Line.

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the FHWA, may: (1) give environmental approval to the proposed Project, (2) conduct additional environmental studies, or (3) abandon the Project.

A.8 Consultation and Coordination with the Official with Jurisdiction

Upon initial review of the project effects, Caltrans had made a preliminary de minimis impact determination, per 23 Code of Federal Regulations 774 on the following 4(f) properties. Hence, on November 7th, 2022, an initial consultation letter from Caltrans (Project proponent) was sent reflecting this determination. However, upon further review, it was determined that the project will have a “no use” determination regarding the following three Section 4(f) resources. Coordination letters clarifying this preliminary “no use” determination was resent to the following official with jurisdiction in May 2023.

- Tustin Unified School District, the official with jurisdiction over Tustin High School,
- City of Santa Ana, the official with jurisdiction over Saddleback Park and William Eldridge Park, and
- City of Orange, the official with jurisdiction over Santiago Creek Bike Trail.

Additionally, on May 16, 2023, initial consultation letter from Caltrans (Project proponent) was sent to:

- Orange County Flood Control District, the official with jurisdiction over the Santa Ana River Regional Riding and Hiking Trail

- City of Anaheim, the official with jurisdiction over Cottonwood Park
- Los Angeles County Department of Public Works, the official with jurisdiction over Coyote Creek Bikeway
- City of Irvine, the official with jurisdiction over Peters Canyon Off-Street Bikeway
- County of Orange, the official with jurisdiction over Peters Canyon Regional Trail and Bikeway
- City of Santa Ana, the official with jurisdiction over the Santa Ana Zoo at Prentice Park

Coordination letters were sent to the officials with jurisdiction for the Section 4(f) resources listed in Table A.2 that intersect or is immediately adjacent to the project area. These coordination letters are included in this appendix as Attachment B. The consultation letter included a description of the Project and informed the official with jurisdiction that the project will have a “no use” determination regarding the Section 4(f) resource. The letter also included the status and schedule of the Project. The initial consultation letter was sent to the abovementioned officials with jurisdiction before the proposed Project Area was established. Therefore, not all Section 4(f) resources within or immediately adjacent to the Project Area received this initial consultation letter. Since that time, the Project Area was established, more resources were identified as being within or immediately adjacent to the Project Area. However, it was determined that the proposed Project would not have an impact on any of these new Section 4(f) resources. Therefore, additional initial consultation letters were sent out on May 16, 2023 for these new resources. Concurrence from the official with jurisdiction on the “no use” determination will be included in the Final Environmental Document.

A.8.1 Other Resources Considered that Did Not Trigger the Requirements for Protection under Section 4(f)

In addition to the properties discussed in Tables A.1 and A.2, other resources in the Section 4(f) Study Area were evaluated and determined not to trigger the requirements for protection under Section 4(f). Those resources and the reasons why they did not trigger the requirements for protection under Section 4(f) are listed in Table A.3.

Table A.3: Resources Not Protected under Section 4(f) and Why They Are Not Protected under Section 4(f)

Resource Name	Why It Is Not Protected under Section 4(f)
City of Irvine	
Colony Park	Privately owned and operated
City of Santa Ana	
Jack Fisher Park	Privately owned and operated
City of Anaheim	
Dad Miller Golf Course	Privately owned and operated
Servite High School	Privately owned and operated

Source: LSA Associates, Inc. (2023).

A.9 Section 6(f) Consideration

State and local governments can obtain grant funds through the federal L&WCF Act to acquire or make improvements to parks and recreation areas. Section 6(f) of the L&WCF Act prohibits the conversion of property acquired or developed with these grants to a nonrecreational purpose without the approval of the DOI National Park Service.

The Build Alternatives would not result in the permanent use of property from the Santa Ana Zoo at Prentice Park, Santiago Park, Paul Revere Park, or Manzanita Park and, therefore, would also not result in the conversion of any property acquired or developed with grants provided under the L&WCF Act.

A.10 References

City of Anaheim. Cottonwood Park. Website: <https://www.anaheim.net/Facilities/Facility/Details/Cottonwood-Park-93> (accessed April 17, 2023).

———. Betsy Ross Park. Website: <https://www.anaheim.net/facilities/facility/details/Ross-Park-38> (accessed April 17, 2023).

City of Buena Park. George Bellis Park. Website: https://buenapark.com/city_departments/community_services/parks/george_bellis_park.php (accessed April 13, 2023).

City of Orange. Santiago Creek Bike Trail. Website: <https://www.cityoforange.org/our-city/departments/community-services/parks-and-facilities/trails-and-bikeways> (accessed April 17, 2023).

City of Santa Ana. Santa Ana Zoo at Prentice Park. Website: <https://www.santa-ana.org/santa-ana-zoo> (accessed April 17, 2023).

———. Saddleback View Park. Website: <https://www.santa-ana.org/saddleback-view-park/> (accessed April 13, 2023).

———. Eldridge Park. Website: <https://www.santa-ana.org/eldridge-park/> (accessed April 13, 2023).

Coyote Creek Bikeway. TrailLink. Website: <https://www.traillink.com/trail/coyote-creek-bikeway/> (accessed April 22, 2023).

Dad Miller Golf Course. Website: <https://www.dadmillergc.com/> (accessed April 22, 2023).

Jack Fisher Park. Fisher Park Neighborhood Association. Website: <https://fisherparkna.com/neighborhood/park/> (accessed April 22, 2023).

LSA Associates, Inc. 2023. *Historic Property Survey Report*. April.

Peters Canyon Bikeway. TrailLink. Website: <https://www.traillink.com/trail/peters-canyon-bikeway/> (accessed April 22, 2023).

Peters Canyon Trail. TrailLink. Website: <https://www.traillink.com/trail/peters-canyon-trail/> (accessed April 21, 2023).

Santa Ana River Regional Trail. TrailLink. Website: <https://www.traillink.com/trail/santa-ana-river-trail/> (accessed April 21, 2023).

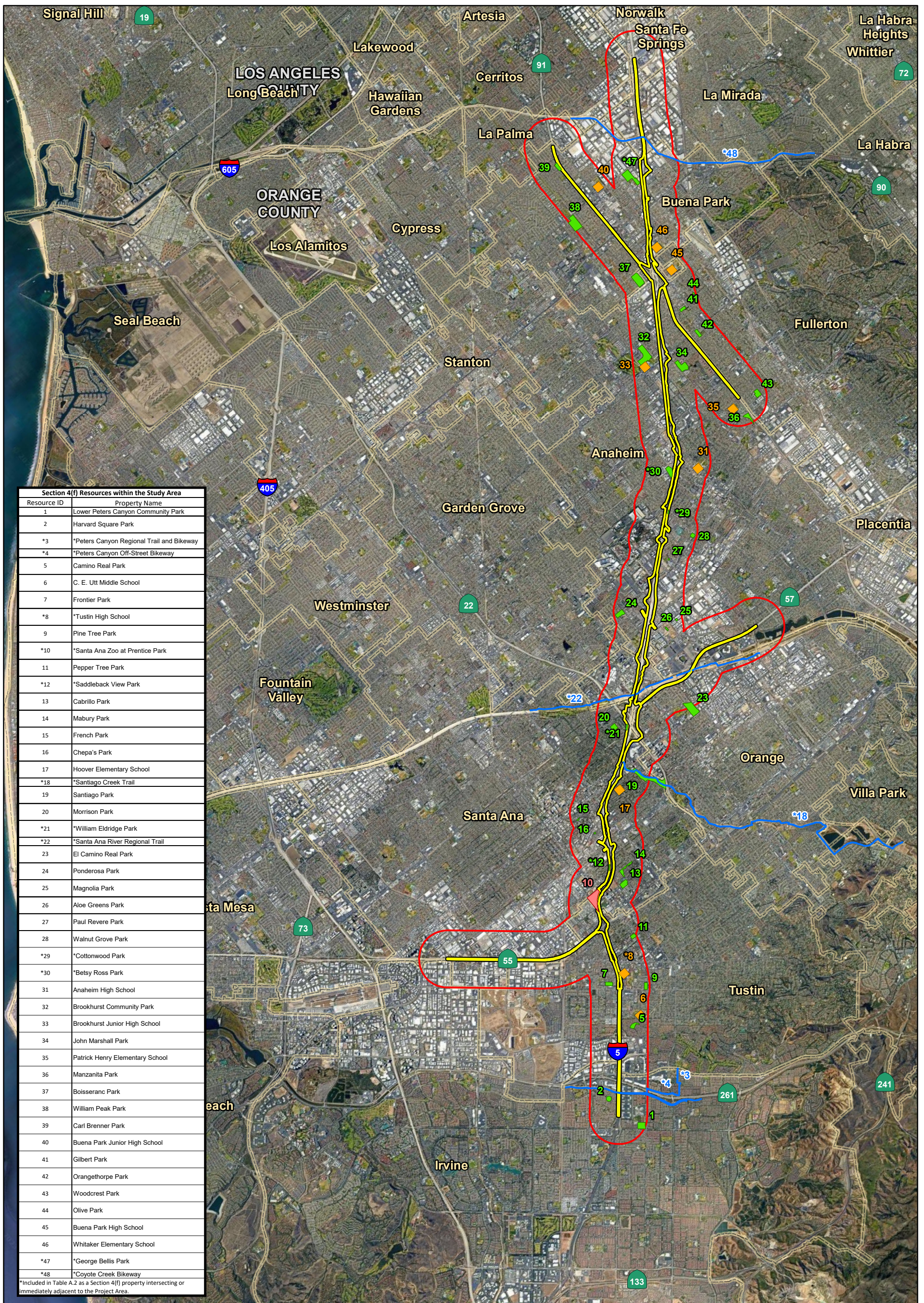
Servite High School. Website: <https://www.servitehs.org/> (accessed April 22, 2023).

United States Department of the Interior, National Park Service, Land & Water Conservation Fund. “Map of LWCF.” Website: <https://lwcf.tplgis.org/mappast/> (accessed April 2023).

Attachment A

Figure A-1

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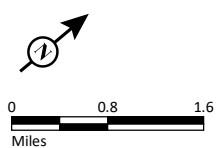


Section 4(f) Resources within the Study Area	
Resource ID	Property Name
1	Lower Peters Canyon Community Park
2	Harvard Square Park
*3	*Peters Canyon Regional Trail and Bikeway
*4	*Peters Canyon Off-Street Bikeway
5	Camino Real Park
6	C. E. Utt Middle School
7	Frontier Park
*8	*Tustin High School
9	Pine Tree Park
*10	*Santa Ana Zoo at Prentice Park
11	Pepper Tree Park
*12	*Saddleback View Park
13	Cabrillo Park
14	Mabury Park
15	French Park
16	Chepa's Park
17	Hoover Elementary School
*18	*Santiago Creek Trail
19	Santiago Park
20	Morrison Park
*21	*William Eldridge Park
*22	*Santa Ana River Regional Trail
23	El Camino Real Park
24	Ponderosa Park
25	Magnolia Park
26	Aloe Greens Park
27	Paul Revere Park
28	Walnut Grove Park
*29	*Cottonwood Park
*30	*Betsy Ross Park
31	Anaheim High School
32	Brookhurst Community Park
33	Brookhurst Junior High School
34	John Marshall Park
35	Patrick Henry Elementary School
36	Manzanita Park
37	Boisseranc Park
38	William Peak Park
39	Carl Brenner Park
40	Buena Park Junior High School
41	Gilbert Park
42	Orangethorpe Park
43	Woodcrest Park
44	Olive Park
45	Buena Park High School
46	Whitaker Elementary School
*47	*George Bellis Park
*48	*Coyote Creek Bikeway

*Included in Table A.2 as a Section 4(f) property intersecting or immediately adjacent to the Project Area.

LEGEND

- Project Area
- 0.5-mile Study Area
- City Boundary
- Park
- Park/Recreational Facility
- Trail
- School



SOURCE: Google (2022)
 I:\WSP2203.07\GIS\MXD\Section_4f\Resources_4f.mxd (4/29/2023)

FIGURE A-1

I-5 Managed Lanes Project
 (Red Hill Avenue to Orange County/Los Angeles County Line)
 Section 4(f) Resources within the Study Area

EA No. 0Q950

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ATTACHMENT B

DOCUMENTATION OF CONSULTATION

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DEPARTMENT OF TRANSPORTATION

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Making Conservation
A California Way of Life.

May 17, 2023

James Wootten, Senior Maintenance Inspector
Orange County Flood Control
Parks, Recreation, and Community Services Agency
1 Irvine Park Road
Orange, CA 92862

Dear Mr. Wootten,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Santa Ana River Regional Riding and Hiking Trail

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Santa Ana River Regional Riding and Hiking Trail. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 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.” A Preliminary Section 4(f) ‘no use’ determination has been made.

The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would

occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Santa Ana River Regional Riding and Hiking Trail is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

Santa Ana River Regional Riding and Hiking Trail follows the existing Santa Ana River alignment and spans 30 mi from Huntington Beach to Corona. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the Orange County Flood Control, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the Orange County Flood Control is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

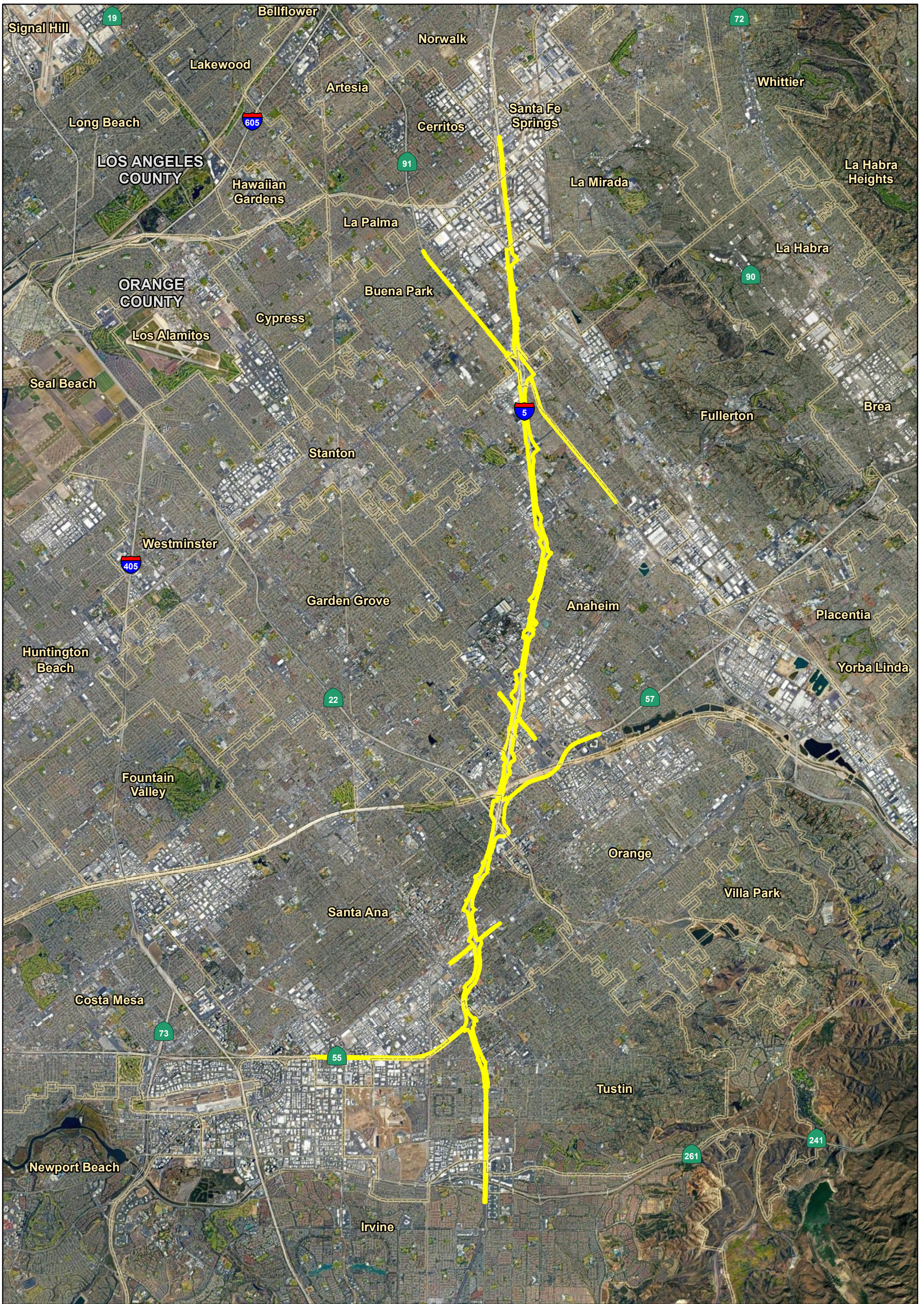
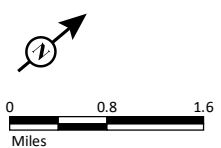


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

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Making Conservation
A California Way of Life.

May 18, 2023

Tom Rizzuti, Director of Facilities & Planning
Tustin Unified School District
300 South C Street
Tustin, CA 92780

Dear Mr. Rizzuti,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Tustin High School

On November 7th, 2022, an initial consultation letter from Caltrans (Project proponent) was sent reflecting a de minimus determination. However, upon further review, it was determined that the project will have a “no use” determination regarding the Section 4(f) resource Tustin High School. Therefore, this coordination letter is to clarify this preliminary “no use” determination.

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Tustin High School. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 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." A Preliminary Section 4(f) 'no use' determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would

occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Tustin Unified School District – Parks, Recreation, and Community Services
Agency
May 18, 2023
Page 4

Section 4(f) Property Qualification

Tustin High School is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned reactional area.

Tustin High School is located immediately adjacent to and north of I-5 and El Camino Real and is owned by the Tustin Unified School District and the City of Tustin. The recreational field at Tustin High School also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within Tustin Unified School District, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from Tustin Unified School District is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung

Branch Chief

Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

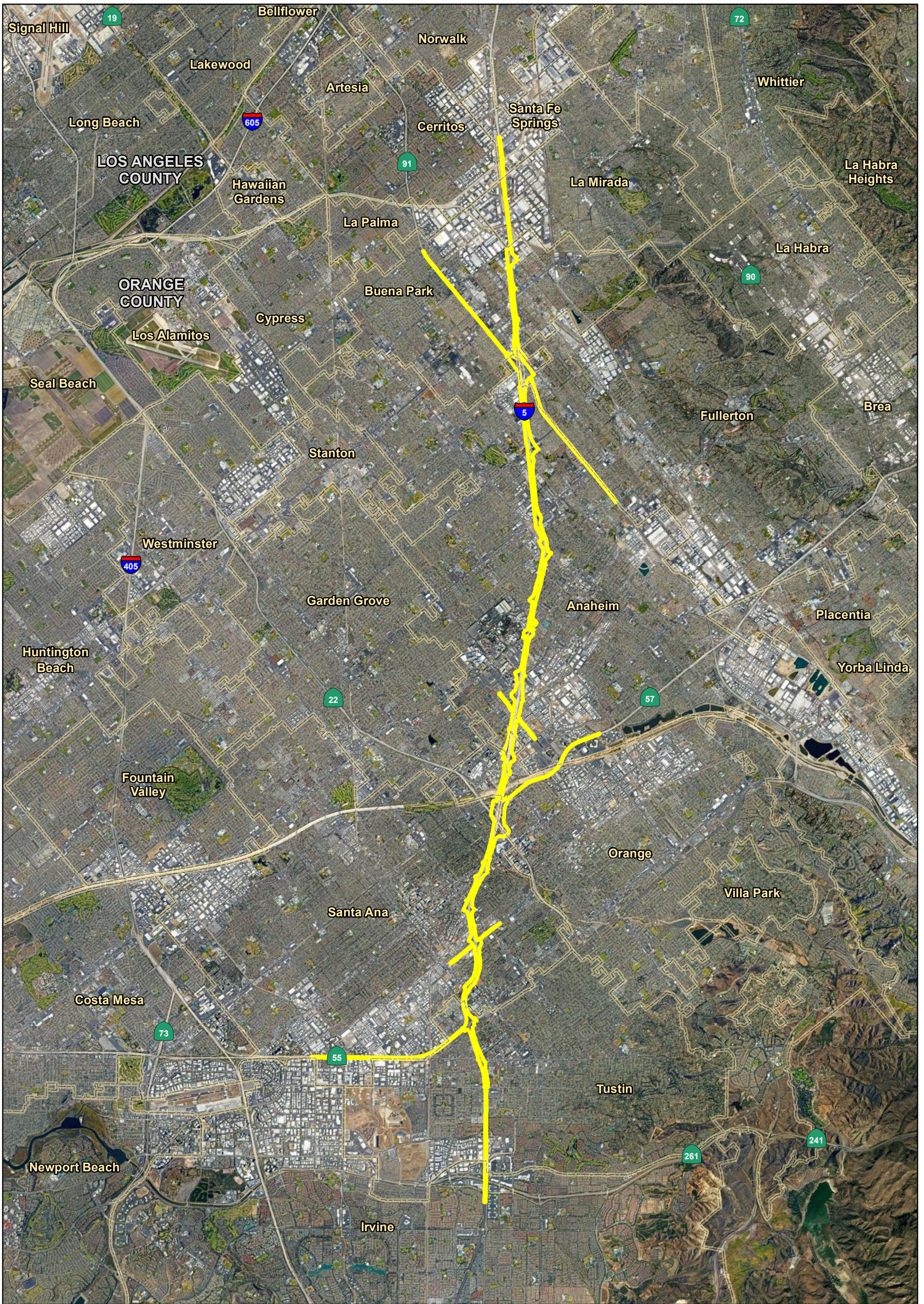
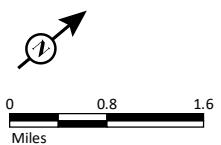


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

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www.dot.ca.gov/d12



Making Conservation
A California Way of Life.

May 16, 2023

Jose Jimenez, Parks Manager
City of Anaheim
Parks, Recreation, and Community Services Agency
200 South Anaheim Boulevard, Suite 433
Anaheim, CA 92805

Dear Mr. Jimenez,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Cottonwood Park

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Cottonwood Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 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.” A preliminary Section (4) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature

and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments'

(SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Cottonwood Park is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned reactional area.

Cottonwood Park is located immediately adjacent to the east of the Project Area. The facility is a 0.5 ac park that includes a pair of mature cottonwood trees and features two age-specific playgrounds. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Anaheim, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Anaheim is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

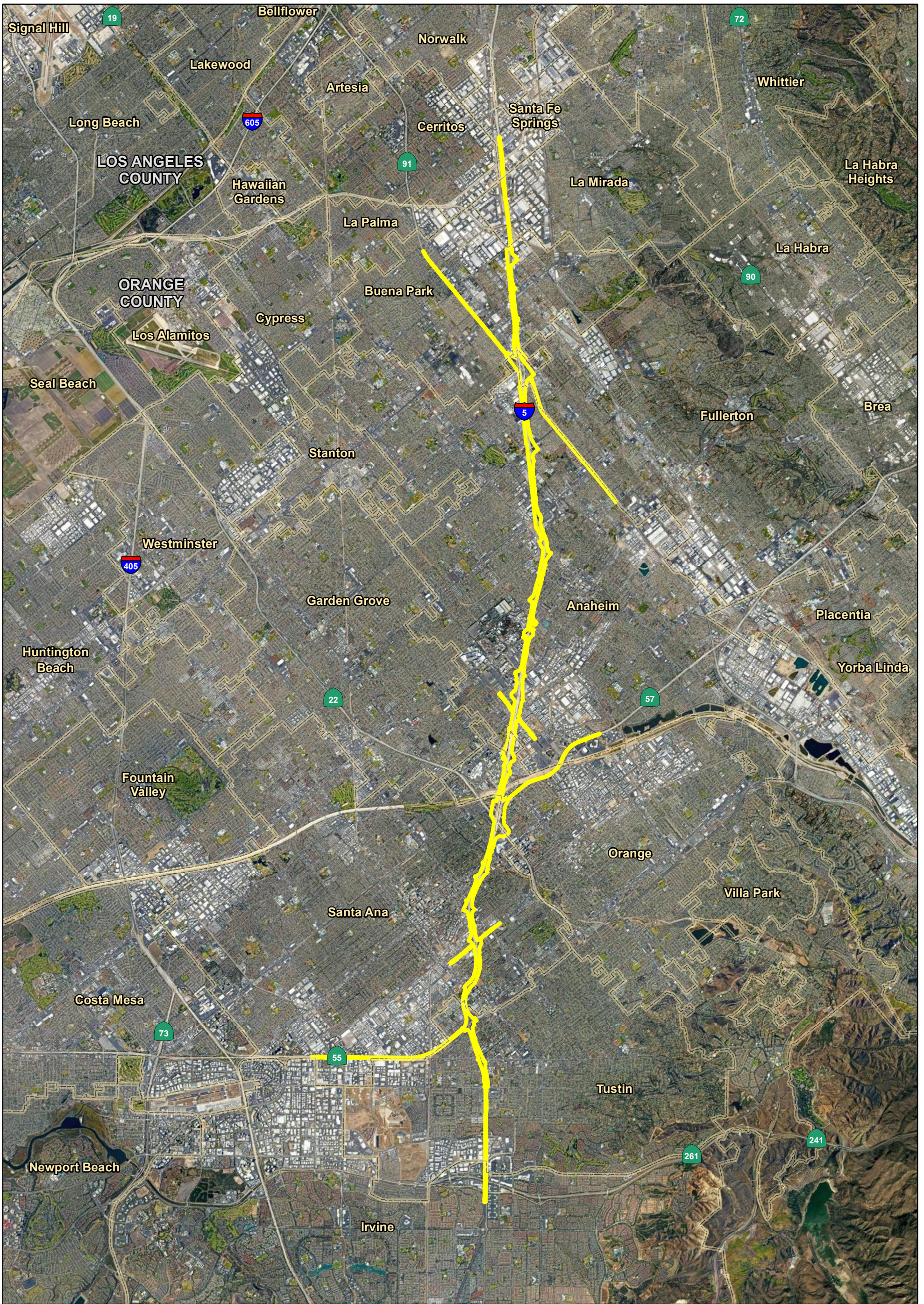
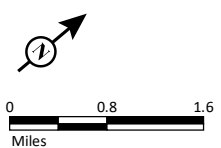


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
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May 16, 2023

Hank Shing & Matt Suska
Los Angeles County Department of Public Works
Parks, Recreation, and Community Services Agency
1000 South Fremont Avenue, Unit #40, Building A-9 West, 3rd Floor
Alhambra, CA 91803

Dear Mr. Shing & Mr. Suska,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Coyote Creek Bikeway

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Coyote Creek Bikeway. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 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.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature

and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally

constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Coyote Creek Bikeway is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned reactional area.

Los Angeles County Department of Public Works – Parks, Recreation, and
Community Services Agency
May 16, 2023
Page 4

Coyote Creek Bikeway is located at 183rd Street in La Palma and travels northeast until it terminates at Hillsborough Drive in La Mirada. This trail crosses under the Project Area in the city of La Mirada. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the Los Angeles County Department of Public Works, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the Los Angeles County Department of Public Works is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

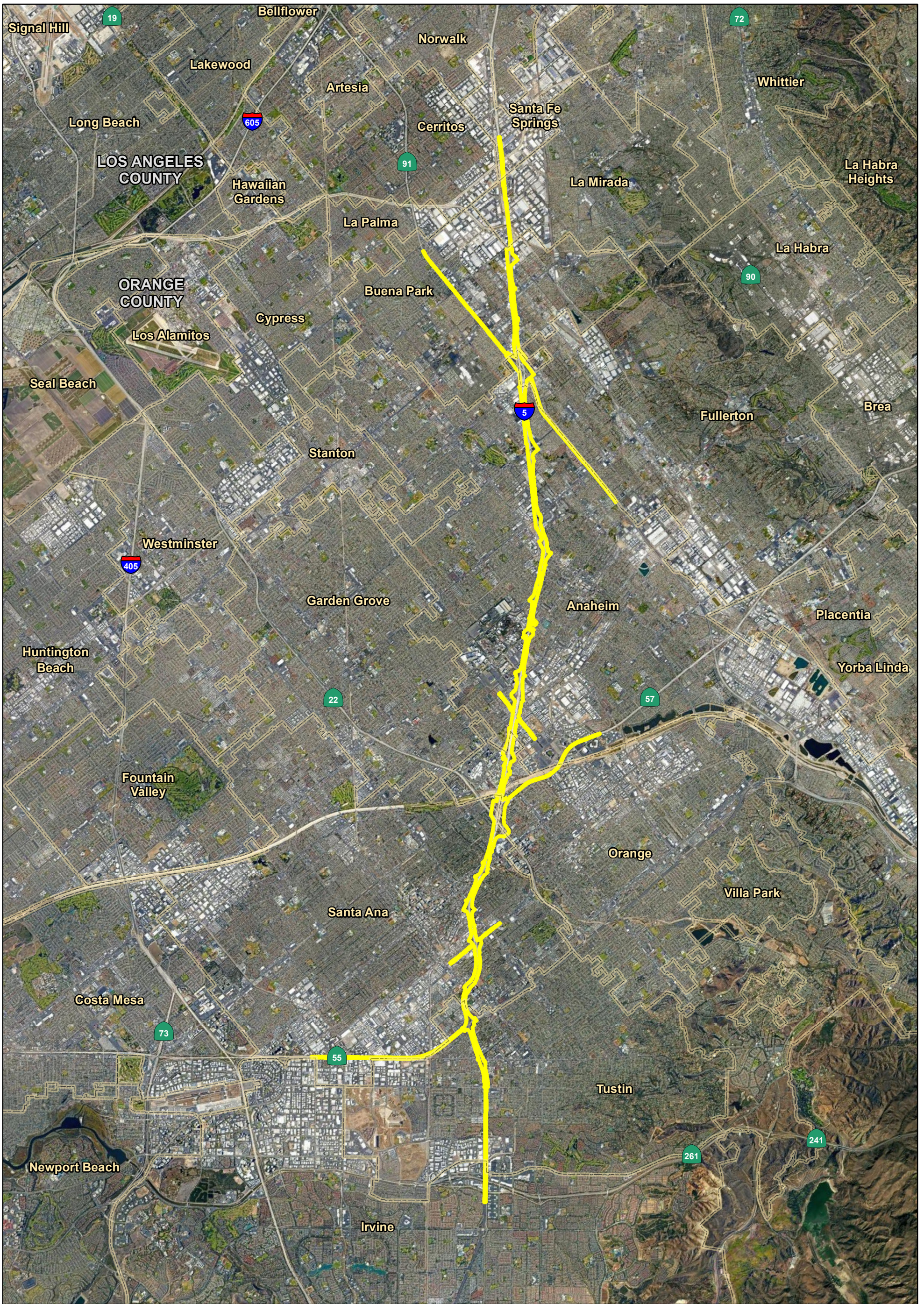
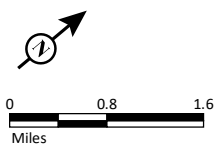


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
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May 16, 2023

Jaimee Bourgeois, Director of Public Works and Transportation
City of Irvine
Parks, Recreation, and Community Services Agency
1 Civic Center Plaza
Irvine, CA 92606-5207

Dear Ms. Bourgeois,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Peters Canyon Off-Street Bikeway

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Peters Canyon Off-Street Bikeway. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 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.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study

Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally

constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Peters Canyon Off-Street Bikeway is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

Peters Canyon Off-Street Bikeway is located along the east side of the Peters Canyon Wash Channel from the city of Orange and extending from Portola Parkway to Edinger Avenue. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Irvine, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Irvine is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch
Attachment: Figure 1

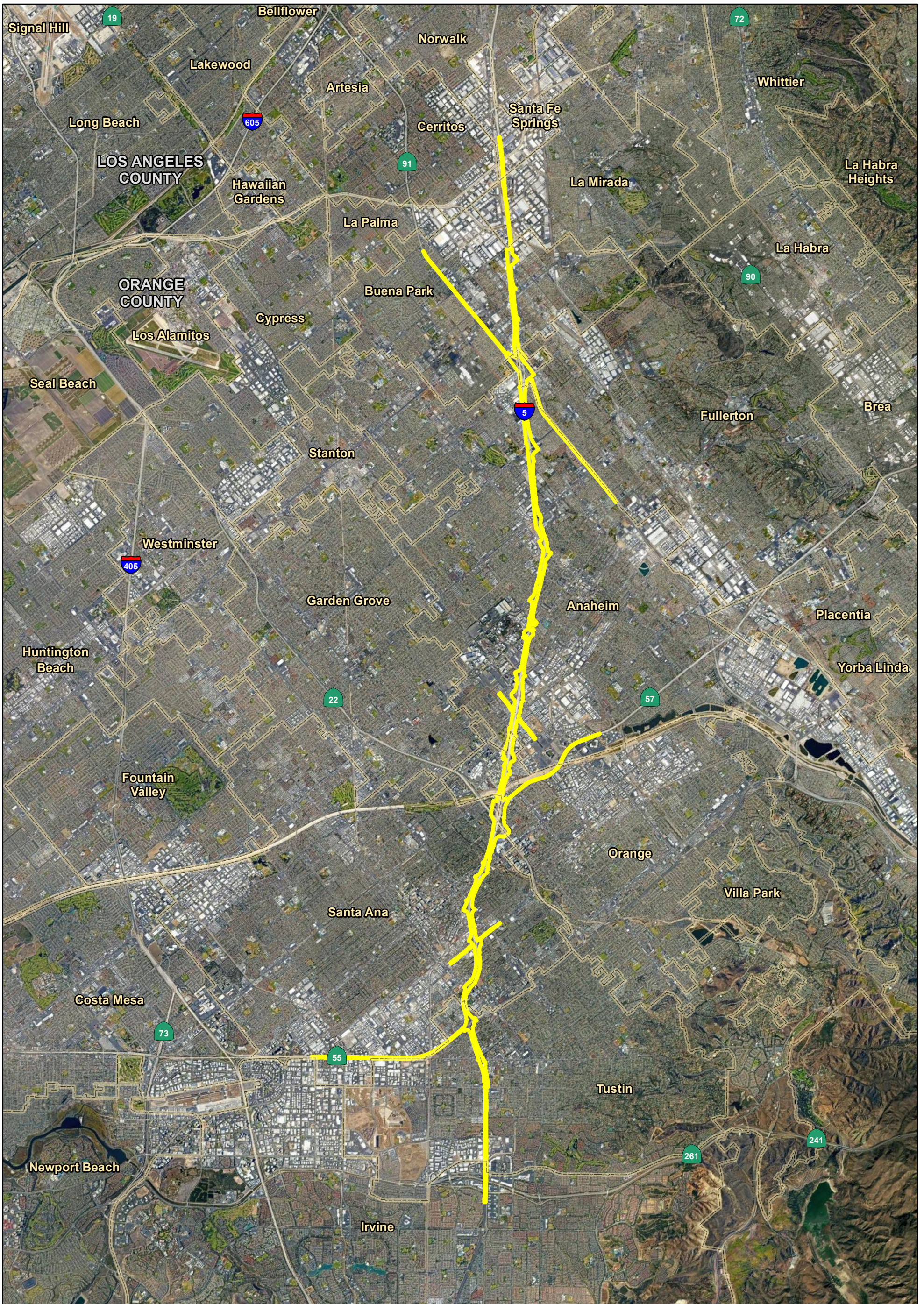


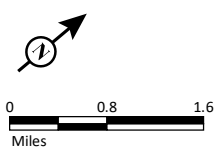


FIGURE 1

LEGEND
 Project Area
 City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12



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May 17, 2023

James Wootten, Senior Maintenance Inspector
County of Orange
Parks, Recreation, and Community Services Agency
1 Irvine Park Road
Orange, CA 92862

Dear Mr. Wootten,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Peters Canyon Regional Trail and Bikeway

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Peters Canyon Regional Trail and Bikeway. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 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." A Preliminary Section 4(f) 'no use' determination has been made. The

Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative

assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Peters Canyon Regional Trail and Bikeway is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

Peters Canyon Regional Trail and Bikeway is located Along the west side of the Peters Canyon Wash Channel from the County of Orange; extending south through the cities of Tustin, Irvine, and Newport Beach; and ending in the Upper Newport Bay. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the County of Orange, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the County of Orange is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch
Attachment: Figure 1

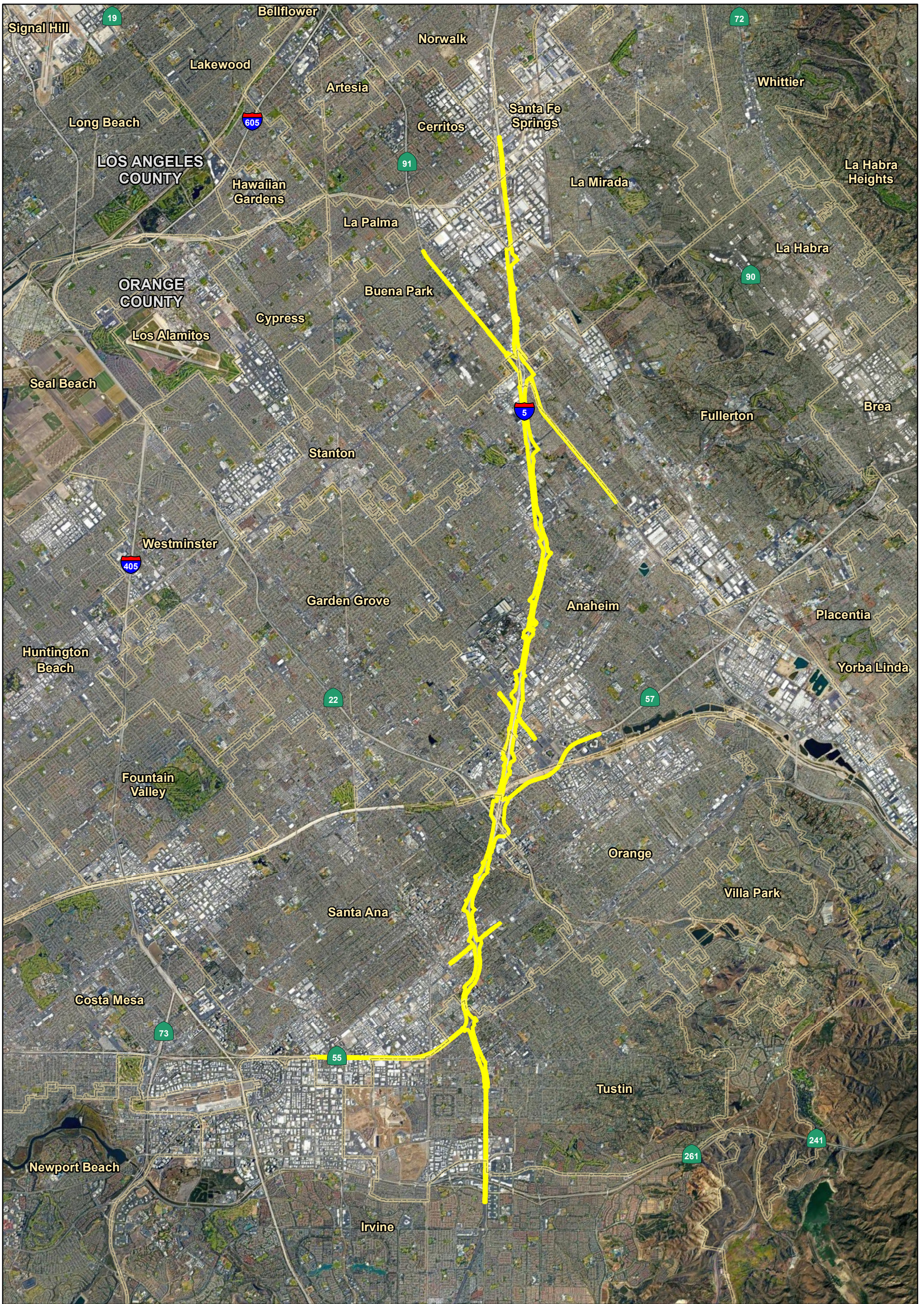
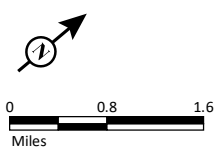


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

I:\WSP2203.07\GIS\MXD\Section_4\ProjectVicinity.mxd (9/30/2022)

I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
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PHONE (657) 328-6000
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TTY 711
www.dot.ca.gov/d12



Making Conservation
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May 18, 2023

Juan Lopez, Park Inspections Supervisor
City of Santa Ana – Saddleback View Park
20 Civic Center Plaza
Santa Ana, CA 92701

Dear Mr. Juan Lopez,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Saddleback View Park

On November 7th, 2022, an initial consultation letter from Caltrans (Project proponent) was sent reflecting a de minimus determination. However, upon further review, it was determined that the project will have a “no use” determination regarding the Section 4(f) resource Saddleback View Park. Therefore, this coordination letter is to clarify this preliminary “no use” determination.

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Saddleback View Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 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." A Preliminary Section 4(f) 'no use' determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would

occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Saddleback View Park is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned reactional area.

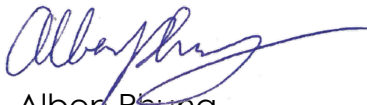
Saddleback View Park is located immediately adjacent to and south of I-5 and east of Grand Avenue, and is owned by the City of Santa Ana. Saddleback View Park also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Santa Ana, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Santa Ana is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

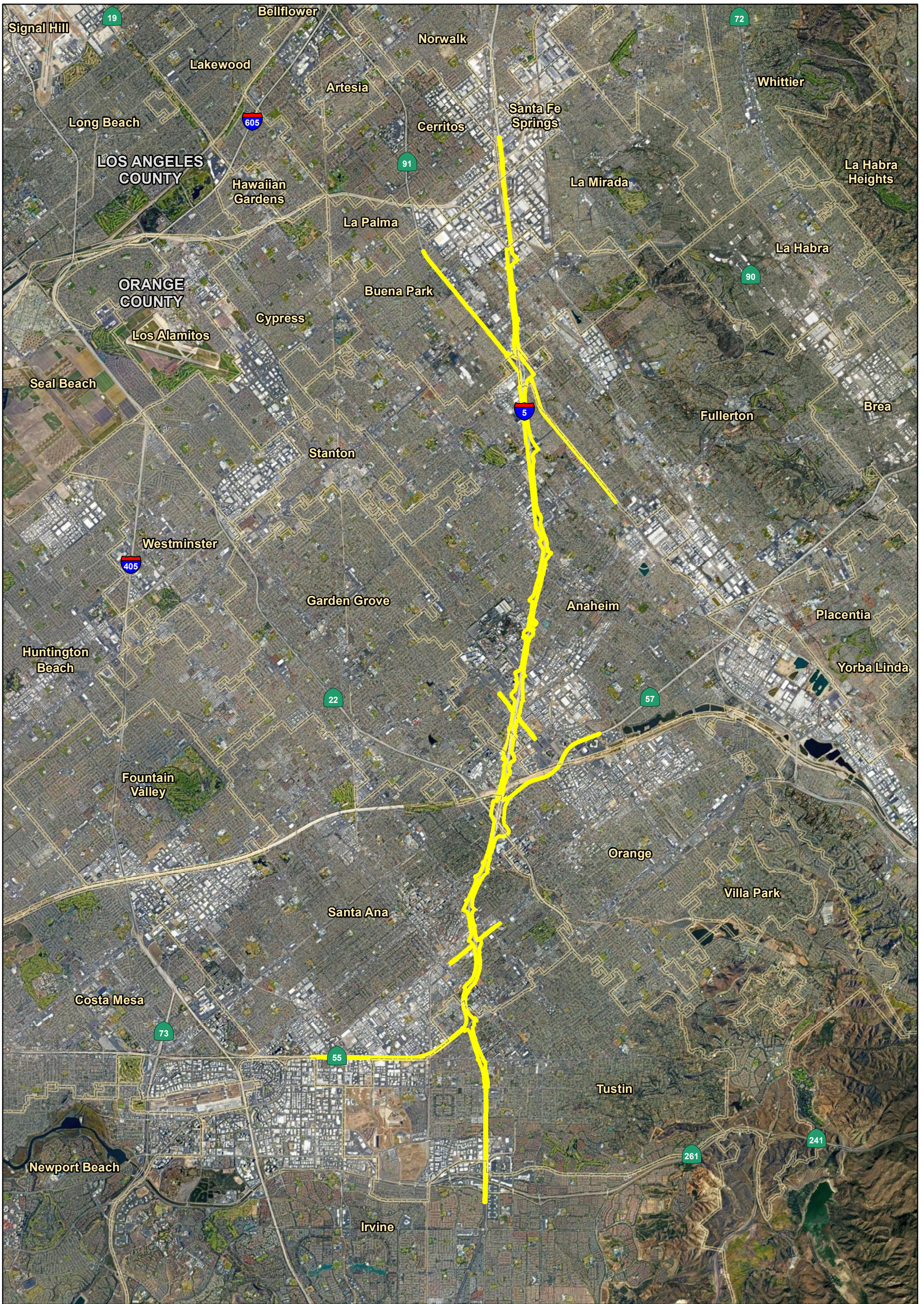
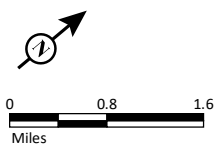


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/d12



Making Conservation
A California Way of Life.

May 16, 2023

Ethan Fisher, Zoo Manager
City of Santa Ana
Parks, Recreation, and Community Services Agency
20 Civic Center Plaza
Santa Ana, CA 92701

Dear Mr. Fisher,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Santa Ana Zoo at Prentice Park

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Santa Ana Zoo at Prentice Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 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.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature

and extent of the project's potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a 'no use' of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments'

(SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

Santa Ana Zoo at Prentice Park is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

Santa Ana Zoo at Prentice Park is located immediately to the west of the Project Area. This recreational facility is approximately 35 ft from the Project Area. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Santa Ana, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Santa Ana is necessary to confirm a 'no use' finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch
Attachment: Figure 1

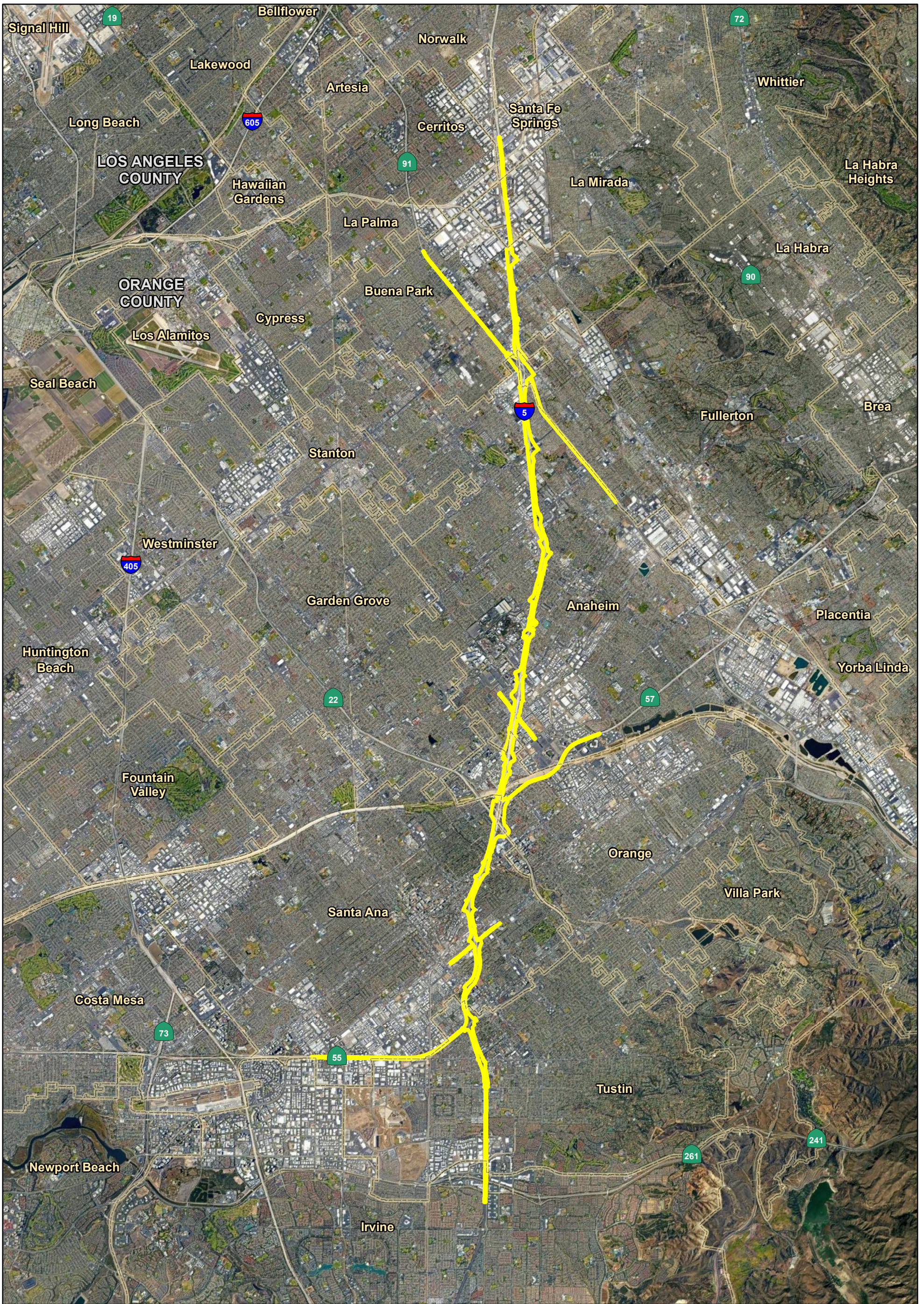
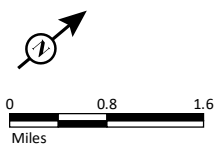


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
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TTY 711
www.dot.ca.gov/d12



Making Conservation
A California Way of Life.

May 18, 2023

David Nobbs, Parks Maintenance Supervisor
City of Orange – Community Services Department
RE: Santiago Creek Bike Trail
300 East Chapman Avenue
Orange, CA 92866

Dear Mr. David Nobbs,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – Santiago Creek Bike Trail

On November 7th, 2022, an initial consultation letter from Caltrans (Project proponent) was sent reflecting a de minimus determination. However, upon further review, it was determined that the project will have a “no use” determination regarding the Section 4(f) resource Santiago Creek Bike Trail. Therefore, this coordination letter is to clarify this preliminary “no use” determination.

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, Santiago Creek Bike Trail. Section 4(f) of the federal Department of

Transportation Act of 1966 (49 United States Code [USC] § 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.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project’s potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a ‘no use’ of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative, no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

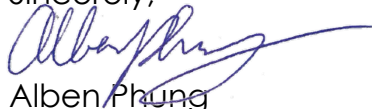
Santiago Creek Bike Trail is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area. A portion of the Santiago Creek Bike Trail is located immediately adjacent to and east of I-5 and North Broadway. The trail is owned by the City of Orange. The Santiago Creek Bike Trail also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Orange, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Orange is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,



Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

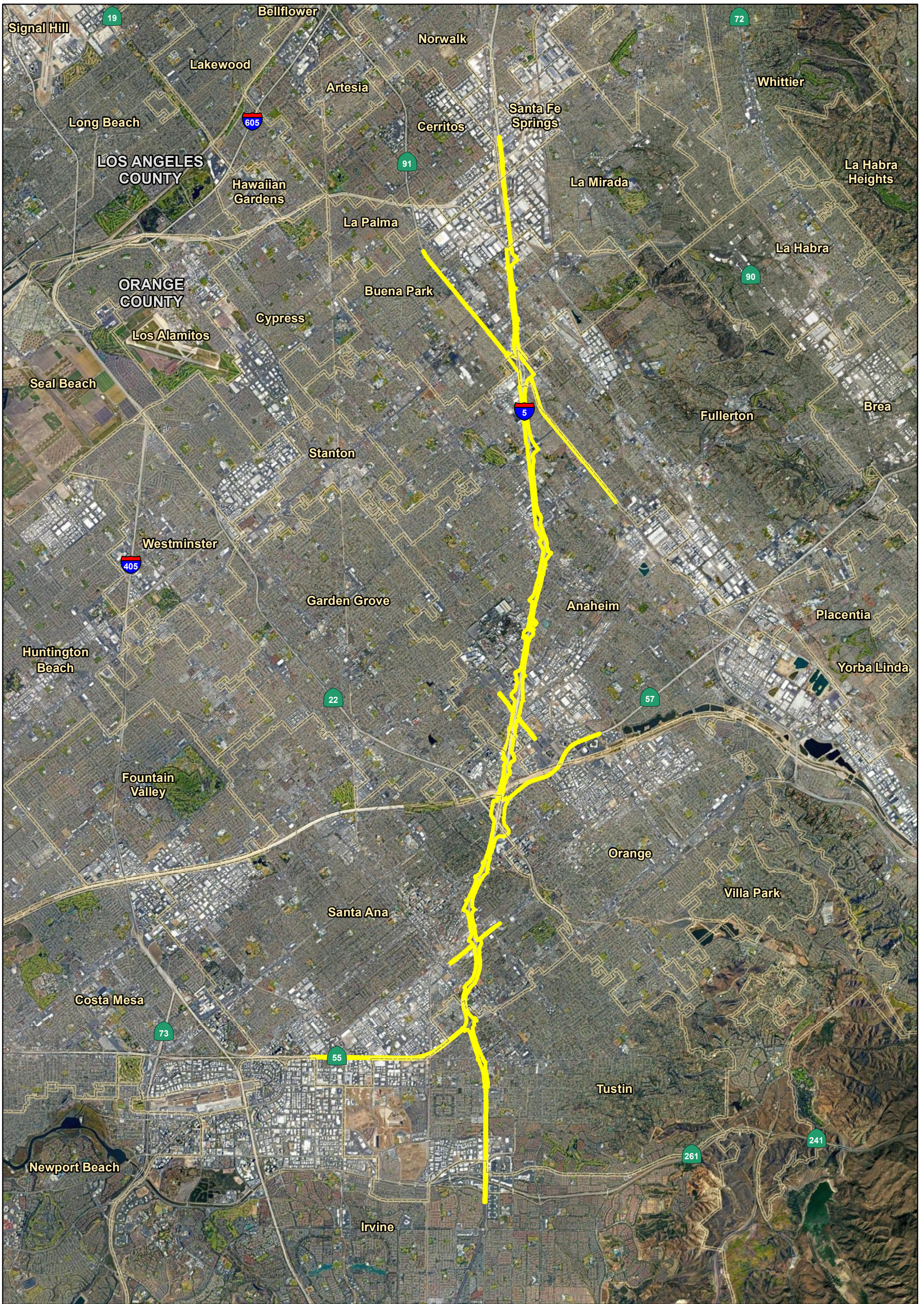
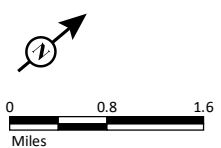


FIGURE 1

LEGEND

- Project Area
- City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
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www.dot.ca.gov/d12



Making Conservation
A California Way of Life.

May 18, 2023

Juan Lopez, Park Inspections Supervisor
City of Santa Ana – William Eldridge Park
20 Civic Center Plaza
Santa Ana, CA 92701

Dear Mr. Juan Lopez,

I-5 Managed Lanes Project (SR-55 to Orange County/Los Angeles County Line – EA #0Q950) Section 4(f) Coordination Letter – William Eldridge Park

On November 7th, 2022, an initial consultation letter from Caltrans (Project proponent) was sent reflecting a de minimus determination. However, upon further review, it was determined that the project will have a “no use” determination regarding the Section 4(f) resource William Eldridge Park. Therefore, this coordination letter is to clarify this preliminary “no use” determination.

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), is in the process of preparing a joint Environmental Impact Report/Environmental Assessment (EIR/EA) for the Interstate (I) 5 Managed Lanes Project between Red Hill Avenue at State Route (SR) 55 and the Orange/Los Angeles (OC/LA) County line in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada.

The proposed I-5 Managed Lanes Project between Red Hill Avenue at SR-55 and the OC/LA County line may receive federal funding and/or discretionary approvals through the United States Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. The purpose of this letter is to initiate coordination regarding the Section 4(f) property, William Eldridge Park. Section 4(f) of the federal Department of Transportation Act of 1966 (49 United States Code [USC] § 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.” A Preliminary Section 4(f) ‘no use’ determination has been made. The Section 4(f) Resource Analysis will identify Section 4(f) resources in the Study Area, describe the nature and extent of the project’s potential effects (if any) on the resources, and describe measures to minimize harm to the affected resources. For this proposed project, a preliminary determination has been made that there is a ‘no use’ of the Section 4(f) resource and concurrence from the official with jurisdiction will be needed and incorporated into the Final Environmental Document.

Project Description

Caltrans District 12 is proposing managed lanes (MLs) improvements in both directions on I-5. The improvements would modify the existing high-occupancy vehicle (HOV) lanes within the project limits to address operational deficiencies. The project limits on I-5 extend from Red Hill Avenue (Post Mile [PM] 29.1) to 0.5 mile north of the OC/LA County line (12-OC-005 PM 44.4/07-LA-005 PM 0.5) in the cities of Tustin, Santa Ana, Orange, Anaheim, Fullerton, Buena Park, and La Mirada. A project vicinity map is included in this coordination letter as

Attachment: Figure 1.

The **purpose** of this project is to improve the overall movement of people and goods along this section of I-5 by: Improving the MLs network operations, improving mobility and trip reliability, maximizing person throughput by facilitating the efficient movement of bus and rideshare users, and applying technology to help manage traffic demand.

The **need** for the project is to address the following deficiencies being experienced by motorists along the existing I-5 HOV lanes between Red Hill Avenue and the OC/LA County line: HOV lane degradation (does not meet the federal performance standards), demand that exceeds existing capacity, and operational deficiencies. Four preliminary alternatives, including three Build Alternatives and the No-Build Alternative, are under consideration.

Project Alternatives

ALTERNATIVE 1 – NO-BUILD

The No-Build Alternative proposes no improvements to I-5 and would preserve the existing lane configuration along this corridor. Under the No-Build Alternative,

no new general-purpose (GP) lanes or MLs on I-5 or new connections would occur. Current MLs within the corridor consist of HOV lanes. This alternative assumes the independent implementation of the other projects on the fiscally constrained project list in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Preferred Plan in the Orange County Transportation Agency's (OCTA) 2018 Long Range Transportation Plan (LRTP) within the project limits.

ALTERNATIVE 2 – HIGH OCCUPANCY VEHICLES (3+)

Alternative 2 would modify the existing HOV minimum-occupancy requirement from the existing two-plus (2+) to three-plus (3+) passengers between Red Hill Avenue and the OC/LA County line. Under this alternative, all existing roadway features will remain. However, sign panels and pavement delineation modifications will reflect the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) and Caltrans' Standard Plans. No right-of-way impacts are anticipated under this alternative.

ALTERNATIVE 3 – CONVERTED EXPRESS LANES

Alternative 3 would convert existing HOV lanes to Express Lanes (ELs) between Red Hill Avenue and the OC/LA County line. This alternative proposes to:

- Convert the existing HOV lane to an EL in each direction between Red Hill Avenue and SR-55;
- Convert two existing HOV lanes to ELs in each direction between SR-55 and SR-57; and
- Convert the existing HOV lane to an EL in each direction from SR-57 to 0.2 mile south of the OC/LA County line.

ALTERNATIVE 4 – CONVERTED AND EXPANDED EXPRESS LANES

Alternative 4 proposes similar improvements to Alternative 3, which include converting the existing HOV lanes to ELs. However, an exclusive improvement under Alternative 4 will be the construction of one new EL from SR-57 to SR-91.

Section 4(f) Property Qualification

William Eldridge Park is subject to protection under the provisions of Section 4(f) due to its location near the project and its land use classification as a publicly owned recreational area.

William Eldridge Park is located immediately adjacent to and west of the I-5/SR-22 junction and is owned by the City of Santa Ana. William Eldridge Park also accommodates the use of its facilities by the general public. Because this resource is open to the public and serves an organized recreational purpose, it is subject to the requirements of Section 4(f) per the FHWA's most recently published Section 4(f) Policy Paper, which provides specific guidelines for identifying Section 4(f) properties.

While the extent of project improvements is under review, Caltrans has made a preliminary determination that as a result of the construction of the Build Alternatives within the City of Santa Ana, there would be 'no use' to the Section 4(f) resource per 23 Code of Federal Regulations 774.

Further consultation and approval from the City of Santa Ana is necessary to confirm a no-use finding under Section 4(f). Currently, the Draft EIR/EA is scheduled for circulation to the public in Summer 2023 for a 45-day review period. The Section 4(f) Analysis will be included as an attachment to the Draft Environmental Document per FHWA and Caltrans guidelines. Subsequent to the public review process and prior to finalizing the Final Environmental Document, Caltrans will need your concurrence on the 'no use' determination and will include this information in the Final Environmental Document.

Should you have any questions about the process or wish to discuss anything addressed in this letter, please do not hesitate to contact me. I can be reached at (949) 279-8715 or via email at Alben.Phung@dot.ca.gov

Sincerely,

Alben Phung
Branch Chief
Division of Environmental Analysis – Specialist Branch

Attachment: Figure 1

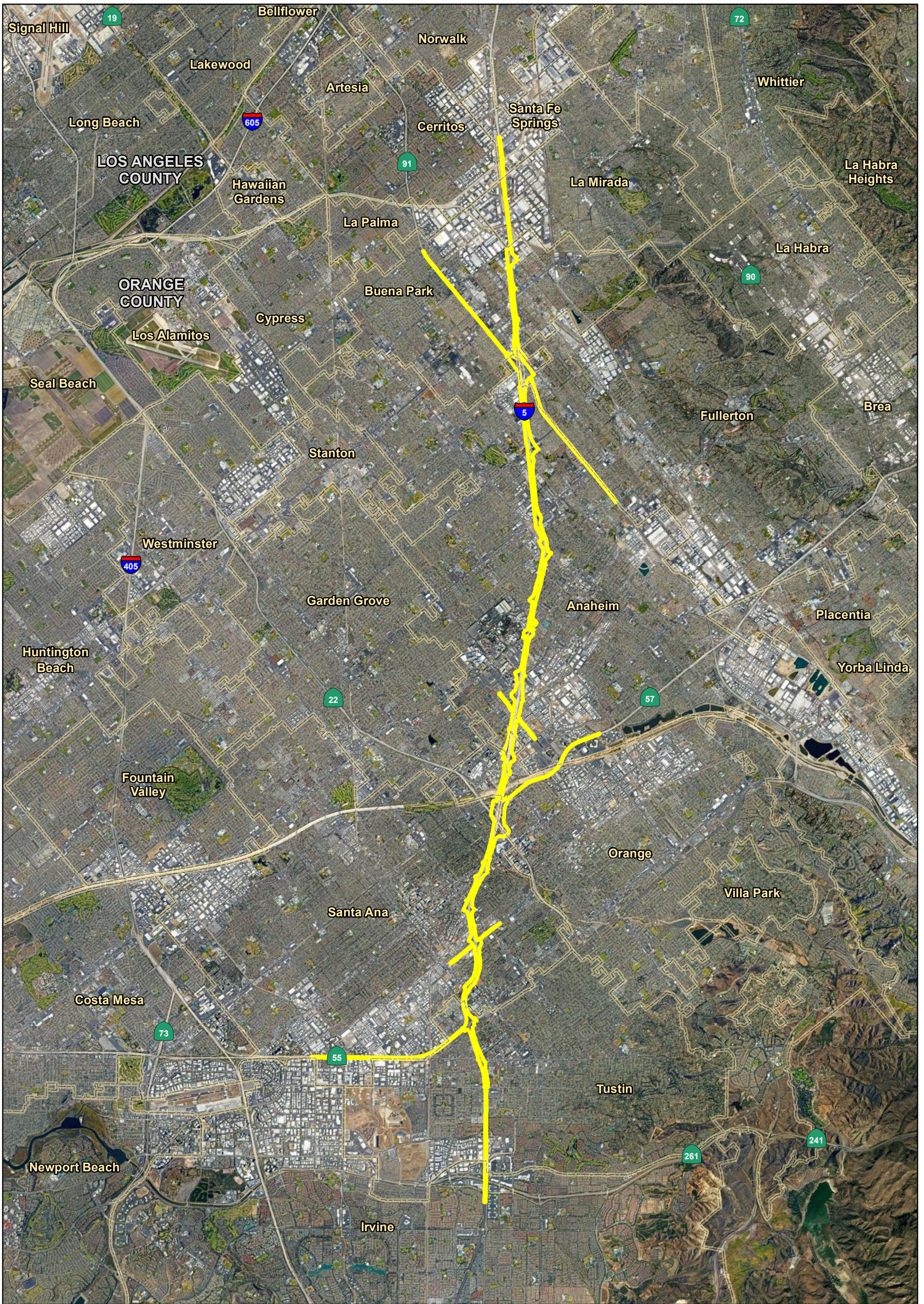
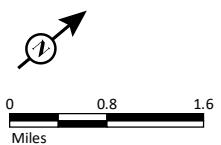


FIGURE 1

LEGEND

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- City Boundary



SOURCE: Google (2021)

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I-5 Managed Lanes Project
 (SR-55 to Orange County/Los Angeles County Line)
 Project Vicinity

EA No. 0Q950