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## Appendix B: Draft Section 4(f) and 6(f) Evaluation



# DRAFT SECTION 4(F) AND 6(f) EVALUATION AND RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F)

## WBS ID: 165.30

The environmental review, consultation, and any other action required in accordance with the applicable federal laws for this project are being, or have been, carried out by the California Department of Transportation under its assumption of responsibility pursuant to 23 United States Code 327.

*Submitted pursuant to 49 United States Code 303.*

*Prepared for:*



The State of California

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TABLE OF CONTENTS

**Executive Summary ..... 1**

    Introduction ..... 1

    Section 4(f) Summary ..... 1

    Section 6(f) Summary ..... 11

**1.0 Introduction ..... 12**

    1.1 Requirements of Section 4(f) ..... 15

    1.2 Requirements of Section 6(f) ..... 17

**2.0 Description of the Project and Alternatives ..... 18**

    2.1 Introduction ..... 18

    2.2 Existing Setting ..... 18

    2.3 Purpose and Need ..... 20

    2.4 Project Description ..... 20

    2.5 Design Options ..... 29

**3.0 Description of Section 4(f) and 6(f) Properties ..... 32**

    3.1 Section 4(f) Properties ..... 32

    3.2 Section 6(f) Properties ..... 36

**4.0 Impacts on Section 4(f) Properties ..... 37**

    4.1 Impacts on Parque Dos Rios ..... 37

    4.2 Avoidance Alternatives ..... 43

    4.3 Measures to Minimize Harm to Parque Dos Rios ..... 47

    4.4 Coordination for Parque Dos Rios ..... 49

    4.5 Least Harm Analysis and Concluding Statement for Parque Do Rios ..... 50

**5.0 Section 4(f) De Minimis Determinations ..... 51**

    5.1 Parque Dos Rios ..... 51

    5.2 Cesar E. Chavez Park and Drake/Chavez Greenbelt ..... 52

    5.3 Bandini Park/Batres Community Center ..... 58

    5.4 Los Angeles River and Rio Hondo Trails ..... 60

    5.5 Dominguez Gap and DeForest Treatment Wetlands ..... 62

    5.6 Union Pacific Railroad Rail Lines ..... 66

    5.7 Boulder Dam-Los Angeles Transmission Lines ..... 67

5.8 Dale’s Donuts ..... 68

**6.0 Resources Evaluated Relative to the Requirements of Section 4(f)..... 69**

6.1 Temporary Occupancy Exceptions ..... 69

6.2 Other Section 4(f) Resources ..... 75

**7.0 Letters and Other Correspondence..... 92**

7.1 Section 4(f) Coordination ..... 92

7.2 Section 106 Coordination under the National Historic Preservation Act ..... 93

**8.0 References..... 96**

**List of Figures**

Figure 1-1: Regional Location ..... 13

Figure 1-2: Project Location ..... 14

Figure 2-1: Project Study Area ..... 19

Figure 3-1: Location of Parque Dos Rios ..... 33

Figure 3-2: Site Plan for Parque Dos Rios ..... 35

Figure 4-1: Permanent Use of Land at Parque Dos Rios – Alternative 5C..... 39

Figure 4-2: Permanent Use of Land at Parque Dos Rios – Alternative 7 ..... 40

Figure 4-3: Total Avoidance Alternative 1 ..... 45

Figure 4-4: Total Avoidance Alternative 2 ..... 46

Figure 5-1: Permanent Use of Land at Cesar E. Chavez Park..... 54

Figure 5-2: Impacts on the Dominguez Gap Wetlands, West Basin..... 64

**List of Tables**

Table 1: Evaluation of Net Harm to Section 4(f) Properties after Mitigation ..... 3

Table 3: Resources Within 0.5 Mile of I-710 Corridor Project..... 78

Table 4: Other Resources Considered ..... 82

Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project ..... 82

**List of Acronyms and Abbreviations**

**A**

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
APN	Assessor's Parcel Number
ATIS	Advanced Traveler Information System
ATSAC	Automated Traffic Surveillance and Control System
ATMIS	Advanced Traffic Management Information System

**B**

Bld.	Boulevard
BMPs	best management practices
BNSF	Railroad Burlington Northern Santa Fe Railroad

**C**

Caltrans	California Department of Transportation
CCTV	closed-circuit television
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CIA	Community Impact Assessment
CNG	Compressed natural gas
CORP	California Outdoor Recreation Plan

**D**

DOI	Department of the Interior
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**E**

EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order

**F**

FHWA	Federal Highway Administration
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**G**

## List of Acronyms and Abbreviations

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GCCOG	Gateway Cities Council of Governments
GIS	Geographic Information Systems
<b>H</b>	
HOT	high-occupancy toll
HPSR	Historic Property Survey Report
HRER	Historic Resources Evaluation Report
HUD	United States Department of Housing and Urban Development
Hwy.	Highway
<b>I</b>	
I-105	Interstate 105
I-10	Interstate 10
I-110	Interstate 110
I-5	Interstate 5
I-405	Interstate 405
I-710	Interstate 710
ITS	Intelligent Transportation Systems
<b>J</b>	
JPA	Joint Powers Authority
<b>K</b>	
kV	kilovolt
<b>L</b>	
L&WCF Act	Land and Water Conservation Fund Act
LACFD	Los Angeles County Fire Department
LACFCD	Los Angeles County Flood Control District
LACDPW	Los Angeles County Department of Public Works
LARIO	Los Angeles – Rio Hondo
LOS	level of service
LPS	Locally Preferred Strategy

## List of Acronyms and Abbreviations

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### **M**

Maglev	magnetic levitation
MAP-21	Moving Ahead for Progress in the 21st Century Act
MCS	Major Corridor Study
Metro	Los Angeles County Metropolitan Transportation Authority

### **N**

National Register	National Register of Historic Places
NEPA	National Environmental Policy Act
N.	North
NPS	National Park Service

### **P**

pces/ln/hr	passenger car equivalents per lane per hour
PCH	Pacific Coast Highway
Pl.	Place
PM	Post Mile
POLA	Port of Los Angeles
POLB	Port of Long Beach
PRC	Public Resources Code
project	Interstate 710 Corridor Project

### **R**

Rd.	Road
RMC	San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy
RTIP	Regional Transportation Improvement Program
RV	recreational vehicle

### **S**

SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCH	State Clearinghouse

## List of Acronyms and Abbreviations

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SCORP	Statewide California Outdoor Recreation Plan
SER	Standard Environmental Reference
SHPO	State Historic Preservation Officer
SP Railroad	Southern Pacific Railroad
SR-60	State Route 60
SR-91	State Route 91
State Parks	California State Parks
Study Area	I-710 Corridor Project Study Area
<b>T</b>	
TCE(s)	temporary construction easement(s)
TDM	Transportation Demand Management
TSM	Transportation Systems Management
<b>U</b>	
UP Railroad	Union Pacific Railroad
USC	United States Code
USDA	United States Department of Agriculture
<b>W</b>	
WCA	Watershed Conservation Authority

## EXECUTIVE SUMMARY

### Introduction

Interstate 710 (I-710, also known as the Long Beach Freeway) is a major north-south interstate freeway connecting the City of Long Beach to the central part of the City of Los Angeles and beyond. The Los Angeles County Metropolitan Transportation Authority (Metro), the California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG), the Southern California Association of Governments (SCAG), the Port of Los Angeles (POLA), the Port of Long Beach (POLB), and the Interstate 5 Joint Powers Authority (I-5 JPA) are collectively known as the I-710 Corridor Project Funding Partners (Funding Partners). These agencies are collectively funding the preparation of preliminary engineering and environmental documentation for the proposed I-710 Corridor Project to evaluate improvements in the I-710 Corridor from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. Caltrans is the lead agency for California Environmental Quality Act (CEQA) compliance, and the lead agency for National Environmental Policy Act (NEPA) compliance pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), codified at 23 United States Code (USC) 327.

The No Build Alternative and two build alternatives – Alternative 5C and Alternative 7 – are under consideration. Alternative 5C proposes increasing the number of general purpose (GP) lanes on the freeway and reconfiguring the access points to/from I-710 and its crossing freeways. Alternative 7 proposes adding two separate truck lanes in each direction adjacent to the freeway, between the City of Long Beach and City of Commerce for approximately 16 miles. This principal feature is also referred to as a “Clean-Emission Freight Corridor.” Alternative 7 also includes modifications to the I-710 alignment, maintaining the same number of GP lanes on I-710, and reconfiguring the access points to/from I-710 and its crossing freeways.

### Section 4(f) Summary

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project...requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of a historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

The Section 4(f) properties described in this report were evaluated to assess the amount of land from each property, if any, that would be permanently incorporated into the transportation facility or used for permanent or temporary easements by each of the build alternatives.

Based on the locations of the properties discussed in this report, and the boundaries and uses at those properties, the build alternatives would result in the use of Parque Dos Rios. Alternative 5C would result in the permanent incorporation of 1.68 acres of land from Parque Dos Rios into the transportation facility. Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. However, the remnant parcel outside the alternative footprint would have limited functionality/accessibility. Therefore, Alternative 7 would result in the permanent use of the entire 8.6-acre park. Therefore, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.

There are no feasible and prudent alternatives that would avoid the use of Parque Dos Rios. Measures will be implemented to minimize harm to this property. However, after implementation of mitigation measures, the build alternatives would adversely affect the activities, features, and attributes of the 4(f) resource. The proposed action includes all possible planning to minimize harm to Parque Dos Rios.

The build alternatives would result in a *de minimis* use of four parks/recreational areas, Cesar E. Chavez Park and Drake/Chavez Greenbelt, Bandini Park/Batres Community Center, the Los Angeles River and Rio Hondo Trails, and the Dominguez Gap and DeForest Treatment Wetlands; and three historic sites, the Union Pacific Railroad Rail Lines, Boulder Dam-Los Angeles Transmission Lines, and Dale's Donuts.

The properties meeting the criteria for protection under Section 4(f) were also evaluated to determine whether the build alternatives would result in the constructive use of those properties. The detailed analyses documented in the project technical reports did not identify any proximity impacts resulting from the project that would be so severe that the activities, features, or attributes that potentially qualify those properties for protection under Section 4(f) would be substantially impaired. The

proximity impacts of the build alternatives in the vicinity of properties that potentially qualify for protection under Section 4(f) would not meaningfully reduce or remove the values of those resources in terms of their Section 4(f) significance. Therefore, the build alternatives were determined not to result in constructive use of any properties potentially protected under Section 4(f).

**Table 1** summarizes the net harm at each Section 4(f) property under Alternative 5C and Alternative 7.

**Table 1: Evaluation of Net Harm to Section 4(f) Properties after Mitigation**

Impacts by Alternative	Net Harm after Mitigation
<b>Parque Dos Rios</b>	
<p><b>Permanent Incorporation of Land from Parque Dos Rios</b></p> <p>Alternative 5C: Permanent incorporation of 1.68 acres of land into the transportation facility.</p> <p>Alternative 7: Permanent incorporation of 3.21 acres of land into the transportation facility.</p>	<p>Alternative 5C would result in the permanent incorporation of 1.68 acres of land from Parque Dos Rios into the transportation facility. Because Alternative 5C would permanently reduce the size of the park, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.</p> <p>Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. However, the remnant parcel outside the alternative footprint would have limited functionality and accessibility. Therefore, Alternative 7 would result in the permanent use of the entire 8.6-acre park. Because Alternative 7 would require closure of the entire 8.6-acre park, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.</p> <p>There are no feasible and prudent alternatives that would avoid the use of Parque Dos Rios. Measures will be implemented to minimize harm to this property. However, after implementation of mitigation measures, the build alternatives would adversely affect the activities, features, and attributes of the 4(f) resource. The proposed action includes all possible planning to minimize harm to Parque Dos Rios.</p>
<p><b>Temporary Occupancies of Parque Dos Rios</b></p> <p>Alternative 5C: Temporary construction</p>	<p>Alternative 5C would require 0.26 acre on the west side of Parque Dos Rios for a TCE during project construction. Measures will be implemented to</p>

Impacts by Alternative	Net Harm after Mitigation
<p>easement (TCE) on 0.26 acre.</p> <p>Alternative 7: None.</p>	<p>minimize harm to this property. With implementation of mitigation measures, Alternative 5C would not adversely affect the activities, features, and attributes of the TCE area. Therefore, Caltrans has preliminarily determined that the project would result in a <i>de minimis</i> impact on the portion of the property to be used for a TCE.</p> <p>Because Alternative 7 would result in the permanent use of the entire park, there would be no temporary occupancy of the park under this alternative.</p>
Cesar E. Chavez Park and Drake/Chavez Greenbelt	
<p><b>Permanent Incorporation of Land from Cesar E. Chavez Park and Drake/Chavez Greenbelt</b></p> <p>Alternative 5C and Alternative 7: Permanent incorporation of 2.90 acres of land from Cesar E. Chavez Park into the transportation facility, and removal and replacement of basketball courts.</p> <p>Alternative 5C and Alternative 7: Permanent incorporation of 3.77 acres of the Drake/Chavez Greenbelt into the transportation facility.</p>	<p>Alternative 5C and Alternative 7 would result in the permanent incorporation of 2.90 acres of land from Cesar E. Chavez Park into the transportation facility. However, under the build alternatives, existing Shoreline Drive would be consolidated into one corridor and shifted to the west side of this park. The existing road for NB Shoreline Drive would be removed, and that land would be integrated into the park, resulting in a net increase of 2.99 acres in available park area. Therefore, implementation of the build alternatives would result in a larger, more functional park with a total of 28.38 acres of park area. Because the build alternatives would result in net increase of park area, the use of the property is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>Under Alternative 5C and Alternative 7, the removal of the basketball courts west of Cesar E. Chavez Elementary School would be required. However, the basketball courts would be replaced following construction to ensure that the activities, functions, and features of the park would not be adversely affected.</p> <p>Alternative 5C and Alternative 7 would require permanent incorporation of a portion (approximately 3.77 acres) of the planned linkage between Drake Park and Cesar E. Chavez Park. While this portion of the Drake/Chavez Greenbelt would be incorporated into the project, the majority of land in the Draft Master Plan is outside of the limits of the</p>

Impacts by Alternative	Net Harm after Mitigation
	<p>project (approximately 46.23 acres would remain after project implementation). Furthermore, the proposed structures on the property are aerial structures that would not affect the continuity of the planned linkage between Drake Park and Cesar E. Chavez Park. Therefore, the use of a portion of the property is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>Measures will be implemented to minimize harm to this property. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily determined that the project would result in a <i>de minimis</i> impact on this property.</p>
<p><b>Temporary Occupancies of Cesar E. Chavez Park and Drake/Chavez Greenbelt</b></p> <p>Alternative 5C and Alternative 7: Temporary construction easement (TCE) on 21.9 acres (only 19 acres would be exclusively required for the TCE because 2.90 acres of the TCE area would be permanently incorporated), which includes 0.41 acre of land for a detour road in the park during construction of realigned Broadway.</p> <p>Alternative 5C and Alternative 7: Temporary closures of portions of the park during construction to protect the safety of park visitors and project construction workers.</p>	<p>During construction of Alternative 5C and Alternative 7, approximately 21.9 acres of Cesar E. Chavez Park would be required for a TCE (only 19 acres would be exclusively required for the TCE because 2.90 acres of the TCE area would be permanently incorporated). The TCE area includes a detour road of 0.41 acre, which would be graded and paved to allow temporary access during construction of realigned Broadway. Restoration of the area used for the TCE will be conducted in consultation with the City of Long Beach to ensure that the condition of that area is as good as or better than before it was used for the TCE. Therefore, the temporary occupancy is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>Portions of Cesar E. Chavez Park may be temporarily closed to public access to protect the safety of park users and project construction workers. The closed areas would not be used for any construction activities. These closed areas would be returned to public use in the same condition as when the areas were closed off to public access, and/or would incorporate enhancements to the original design. Therefore, the temporary occupancy is not expected to adversely affect the activities, features, and attributes that qualify this park for protection</p>

Impacts by Alternative	Net Harm after Mitigation
	<p>under Section 4(f).</p> <p>Measures will be implemented to minimize harm to this property. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily determined that the project would result in a <i>de minimis</i> impact on this property.</p>
<b>Bandini Park/Batres Community Center</b>	
<p><b>Permanent Easements at Bandini Park/Batres Community Center</b></p> <p>Alternative 5C and Alternative 7: Permanent aerial easement on 0.10 acre.</p>	<p>Alternative 5C and Alternative 7 would include an elevated structure that would pass over the northwestern corner of Bandini Park. Therefore, Caltrans would require a 0.10-acre permanent aerial easement at this park for the land area under that elevated structure to allow for access, inspections, maintenance, and other purposes.</p> <p>The area in the park under the elevated structure is currently concrete and does not contain any recreational resources. Because the area under the elevated structure would be within the aerial easement, the City of Commerce would be limited regarding possible future uses of the area. A maintenance and access agreement between Caltrans and the City of Commerce would be required for the aerial easement, and that agreement would detail the park functions and activities that the City could place in that area. Because the area is not currently used for any recreation activities, the use of the property is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>Measures will be implemented to minimize harm to this property. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily determined that the project would result in a <i>de minimis</i> impact on this property.</p>
<p><b>Temporary Occupancies of Bandini Park/Batres Community Center</b></p>	<p>During construction of Alternatives 5C and 7, approximately 0.11 acres of land along the western perimeter of the park would be required for a TCE. In</p>

Impacts by Alternative	Net Harm after Mitigation
<p>Alternative 5C and Alternative 7: TCE on 0.11 acres.</p> <p>Alternative 5C and Alternative 7: Temporary closures of portions of the park during construction to protect the safety of park visitors and project construction workers.</p>	<p>addition, the portion of the park under the elevated freeway structure would be temporarily closed to public access to protect the safety of park users and project construction workers. The closed area would be returned to public use in the same or better condition as when the area was closed off to public access. Therefore, the temporary occupancy is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>Measures will be implemented to minimize harm to this property. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily determined that the project would result in a <i>de minimis</i> impact on this property.</p>
<p><b>Los Angeles River and Rio Hondo Trails</b></p>	
<p><b>Temporary Occupancies of the Los Angeles River and Rio Hondo Trails</b></p> <p>Alternative 5C and Alternative 7: Short-term, temporary closures of the trails during construction.</p>	<p>Alternative 5C and Alternative 7 would require short-term, temporary closures of trail crossings at I-710 and local streets during construction. These closures would be temporary and may range from a few days to several months in duration, depending on the project construction activities at a given trail crossing. Alternative/detour routes for the trails would be provided whenever a closure is needed.</p> <p>The segments of the Los Angeles River and the Rio Hondo Trails at the affected crossings of I-710 and the local streets would be returned to their original conditions at the completion of construction, and/or would incorporate enhancements to the original design, and would be reopened for public use. Because impacts on the trails would be temporary and detours would be provided, the uses of the properties are not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).</p> <p>Measures will be implemented to minimize harm to the trails. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily</p>

Impacts by Alternative	Net Harm after Mitigation
	determined that the project would result in a <i>de minimis</i> impact on this property.
<b>Dominguez Gap and DeForest Treatment Wetlands</b>	
<p><b>Permanent Incorporation of Land from the Dominguez Gap and DeForest Treatment Wetlands</b></p> <p>Alternative 5C: None.</p> <p>Alternative 7: Permanent incorporation of 5.4 acres of the West Basin into the transportation facility.</p>	<p>Alternative 7 would require the removal of the entire West Basin (13.3 acres). However, only 5.4 acres along the western edge of the existing basin would be permanently incorporated into the transportation facility, and the remaining 7.9 acres would be restored as a basin following construction. An additional 1.64 acres outside of the existing basin would also be added to the restored basin area, for a total basin area of 9.54 acres. Therefore, Alternative 7 would result in an overall net loss of 3.76 acres from the existing basin area. While the basin would be reduced in size from 13.3 acres to 9.54 acres, the new basin would serve a similar function as the existing basin, and recreational activities would still be available on the property.</p> <p>Measures will be implemented to minimize harm to this property. With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily determined that the project would result in a <i>de minimis</i> impact on this property.</p>
<p><b>Permanent Easements at the Dominguez Gap and DeForest Treatment Wetlands</b></p> <p>Alternative 5C and Alternative 7: Expanded aerial easement by 0.95 acre over DeForest Market Street Basin.</p>	<p>Alternative 5C and Alternative 7 would require the construction of a wider bridge over the DeForest Market Street Basin, requiring an expanded aerial easement that is 0.95 acre wider than the existing easement. The wider aerial easement would not interfere with any of the activities, features, or attributes of any recreational activities beneath the bridge, and would not result in any proximity impacts that would substantially impair the resource. Therefore, the wider aerial easement does not constitute a use under Section 4(f).</p>
<p><b>Temporary Occupancies of the Dominguez Gap and DeForest Treatment Wetlands</b></p> <p>Alternative 5C and Alternative 7: TCE on 0.95 acre of the DeForest Market Street Basin.</p>	<p>Alternative 5C and Alternative 7 would require 0.95 acre of the DeForest Market Street Basin for a TCE during project construction. Measures will be implemented to minimize harm to this property. With implementation of mitigation measures, Alternative</p>

Impacts by Alternative	Net Harm after Mitigation
<p>Alternative 7: Temporary removal of 9.54 acres of the West Basin.</p>	<p>5C and Alternative 7 would not adversely affect the activities, features, and attributes of the TCE area. Therefore, Caltrans has preliminarily determined that the project would result in a <i>de minimis</i> impact on the portion of the property to be used for a TCE.</p> <p>Alternative 7 would require the temporary removal of 7.9 acres of the West Basin, which would be restored following construction. Measures will be implemented to minimize harm to this property. With implementation of mitigation measures, Alternative 7 would not adversely affect the activities, features, and attributes of the temporary removal area. Therefore, Caltrans has preliminarily determined that the project would result in a <i>de minimis</i> impact on the portion of the property to be temporarily removed during construction.</p>
<p><b>Union Pacific Railroad Rail Lines</b></p>	
<p><b>Permanent Incorporation of Land from the Union Pacific Railroad Rail Lines</b></p> <p>Alternative 5C and Alternative 7: Minor realignment of one segment of the rail lines (UP Railroad/SP Railroad, 19-186110/P-30-176630).</p>	<p>Alternative 5C and Alternative 7 would require the minor realignment of one segment of the rail lines (UP Railroad/SP Railroad, 19-186110/P-30-176630) to accommodate lane additions and the modified freeway realignment. The minor realignment of the tracks along this segment would be implemented by the Union Pacific Railroad (UPRR) Company, would occur entirely within UPRR right-of-way, would not result in any change in the number of tracks at this location, and would not result in any modifications to the use of those tracks for rail operations. Therefore, this segment of the rail lines would continue to be eligible for the National Register of Historic Places (National Register).</p> <p>The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from the State Historic Preservation Officer (SHPO) is anticipated. Therefore, Caltrans has made a preliminary <i>de minimis</i> determination for the project effects related to the permanent acquisition of land from the Union Pacific Railroad Rail Lines.</p>
<p><b>Boulder Dam-Los Angeles Transmission Lines</b></p>	

Impacts by Alternative	Net Harm after Mitigation
<p><b>Permanent Incorporation of Land from the Boulder Dam-Los Angeles Transmission Lines</b></p> <p>Alternative 5C: None.</p> <p>Alternative 7: Permanent changes at the transmission lines and towers on each side of I-710.</p>	<p>Alternative 5C would not result in a use of the Boulder Dam-Los Angeles Transmission Lines. However, under Alternative 7, permanent changes at the transmission lines would be required. The transmission lines would need to be raised 55 feet to provide the required 30-foot vertical clearance between the highest freeway component (the freight corridor) and the transmission lines. These changes would require modifying one tower on each side of I-710, or replacing the towers with new towers that would be a sufficient height to provide the required clearance between the freeway facility and the transmission lines.</p> <p>The modified or new towers would be entirely within existing City of Los Angeles rights-of-way, and the design and implementation of the modified or new towers would be conducted entirely by the Los Angeles Department of Water and Power (LADWP). The modifications to the existing towers, or construction of new towers, would not result in any change in the number of transmission lines. The proposed modifications are similar to other structural modifications and replacements previously made along these lines to allow for safe operation of the transmission lines. Therefore, the proposed changes to the transmission lines and towers under Alternative 7 would not substantively affect the resource, and would not reduce the integrity of the historic property to a degree where the property would no longer be eligible for the National Register.</p> <p>The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO is anticipated. Therefore, Caltrans has made a preliminary <i>de minimis</i> determination for the project effects related to the permanent effects on the Boulder Dam-Los Angeles Transmission lines.</p>
<b>Dale's Donuts</b>	
<p><b>Permanent Incorporation of Land from Dale's Donuts</b></p> <p>Alternative 5C and Alternative 7: Permanent</p>	<p>Alternative 5C and Alternative 7 would result in the permanent incorporation of 0.01 acre of land from the property occupied by Dale's Donuts into the transportation facility. The 0.01 acre of land is</p>

Impacts by Alternative	Net Harm after Mitigation
incorporation of 0.01 acre of land into the transportation facility.	<p>required to provide additional intersection turn lanes. The land needed for the build alternatives includes a curb and some parking, but does not affect the structure, which is the feature of this property that qualifies it for the National Register.</p> <p>The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO is anticipated. Therefore, Caltrans has made a preliminary <i>de minimis</i> determination for the project effects related to the permanent acquisition of land from Dale’s Donuts.</p>

Source: GPA Consulting. (2017).

Notes: TCEs = temporary construction easements

### Section 6(f) Summary

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 United States Department of Interior (DOI) National Park Service (NPS). 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.

In 2012, the City of Long Beach confirmed to the I-710 Corridor Project team that funding for the development of improvements at Cesar E. Chavez Park included \$241,300 in L&WCF Act funds. The L&WCF Act funds were used to develop the Teen and Senior Center building and landscaping in that portion of the park. The Teen and Senior Center and the area immediately around the Teen and Senior Center would not be affected by the build alternatives. Therefore, the requirements of Section 6(f) are not triggered for Cesar E. Chavez Park.

No land or improvements funded with grants under the L&WCF Act would be permanently used or otherwise adversely affected by the build alternatives. Therefore, no conversion of Section 6(f) land would result from the build alternatives.

## 1.0 INTRODUCTION

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project...requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of a historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

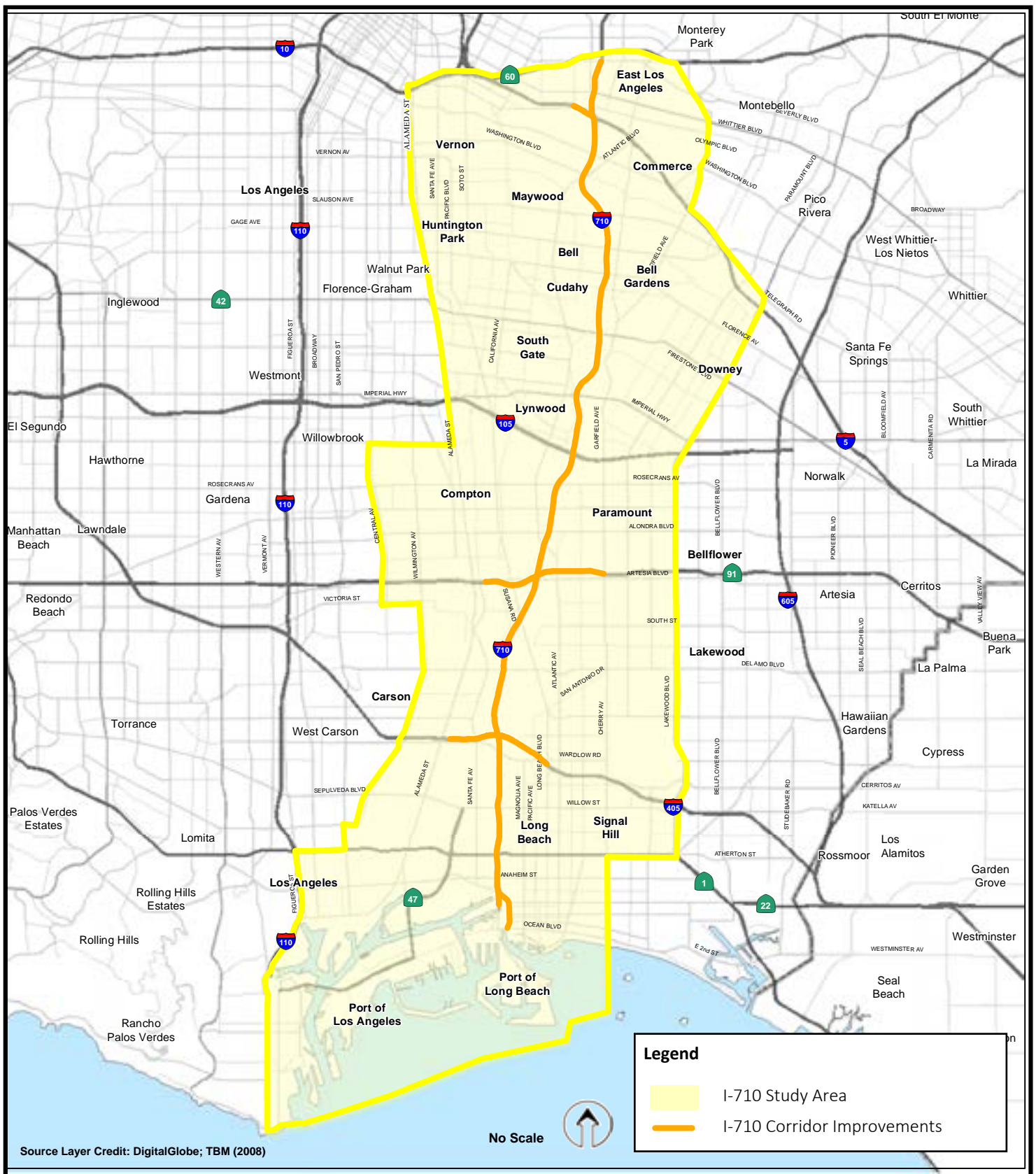
Section 4(f) further requires consultation with the United States Department of the Interior (DOI) and, as appropriate, the involved offices of Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

Interstate 710 (I-710, also known as the Long Beach Freeway) is a major north-south interstate freeway connecting the City of Long Beach to the central part of the City of Los Angeles and beyond. Within the I-710 Corridor Project Study Area (Study Area), I-710 is a significant goods movement artery for the region, serving as the principal transportation connection for goods movement between the Ports of Los Angeles (POLA) and Long Beach (POLB), located at the southern terminus of the freeway; and the Burlington Northern Santa Fe (BNSF)/Union Pacific (UP) Railroad international rail yards in the cities of Commerce and Vernon, as well as intermodal warehouses along I-710. **Figure 1-1** and **Figure 1-2** show the regional location and the project location, respectively.

The I-710 Major Corridor Study (MCS) (March 2005) was undertaken to address the mobility and safety needs in the I-710 Corridor and to explore possible solutions for transportation improvements. The MCS identified a community-based Locally Preferred Strategy (LPS) for improving the project segment of I-710, consisting of 10 general-purpose lanes next to four separated freight movement lanes.



**FIGURE 1-1. REGIONAL LOCATION  
I-710 Corridor Project**



**FIGURE 1-2. PROJECT LOCATION  
I-710 Corridor Project**

The Los Angeles County Metropolitan Transportation Authority (Metro), the California Department of Transportation (Caltrans), the Gateway Cities Council of Governments (GCCOG), the Southern California Association of Governments (SCAG), POLA, POLB, and the Interstate 5 Joint Powers Authority (I-5 JPA) are collectively known as the I-710 Corridor Project Funding Partners (Funding Partners). The Funding Partners are collectively funding the preparation of preliminary engineering and environmental documentation for the proposed I-710 Corridor Project to evaluate improvements in the I-710 Corridor from Ocean Boulevard in the City of Long Beach to State Route 60 (SR-60) in the City of Los Angeles. The Funding Partners are conducting this engineering and environmental study effort within the same broad, continuous community participation framework that was used for the MCS.

### 1.1 Requirements of Section 4(f)

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project are being, or have been, carried out by the State of California Department of Transportation under its assumption of responsibility pursuant to 23 United States Code (USC) 327.

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project...requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of a historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the United States Department of the Interior (DOI) and, as appropriate, the involved offices of Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

A use of land from a Section 4(f) property is determined by the Federal Highway Administration (FHWA) to occur: (1) "... when land is permanently incorporated into a transportation facility ...," (2) "... when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purposes ...," or (3) "... when there is a constructive use of a Section 4(f) property as determined by the criteria in 23 Code of Federal Regulations (CFR) 774.15..." (23 CFR 774.17).

Land will be considered permanently incorporated into a transportation facility when it has been purchased as right-of-way or sufficient property interests have been otherwise acquired for the purpose of project implementation. In addition to land acquired for incorporation within the permanent public right-of-way for a highway project, permanent easements may also be required. These can include permanent subsurface easements for structural components of the highway facility, such as tiebacks; permanent aerial easements for when highway bridges or ramps cross over land outside the road right-of-way; or permanent surface easements, such as in areas of non-highway properties where remedial grading is necessary to protect the highway facilities from slope failures or landslides.

A temporary occupancy is when land is temporarily used by the project, such as for temporary construction easements (TCEs) or staging areas. A temporary occupancy would not constitute a use if the following five conditions set forth in 23 CFR 774.13(d) can be satisfied:

- The duration of occupancy 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;
- The scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;
- The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and
- There must be documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.

A constructive use occurs in those situations where, with mitigation, the proximity impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs when the activities, features, or attributes of the Section 4(f) property are substantially diminished, which means that

the value of the resource in terms of its Section 4(f) significance will be meaningfully reduced or lost (23 CFR 771.15).

### **1.2 Requirements of 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 DOI National Park Service (NPS). 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.

### 2.0 DESCRIPTION OF THE PROJECT AND ALTERNATIVES

#### 2.1 Introduction

The environmental impacts of the I-710 Corridor Project are assessed and disclosed in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) in the joint Recirculated Draft Environmental Impact Report /Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS). Caltrans is the lead agency for CEQA compliance, and the lead agency for NEPA compliance pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), codified at 23 USC 327.

#### 2.2 Existing Setting

I-710 is a major north/south interstate freeway connecting the City of Long Beach to central Los Angeles. As shown on **Figure 2-1**, the Study Area includes the incorporated cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, and the unincorporated community of East Los Angeles. The Study Area includes areas that could be affected by direct or indirect effects resulting from the build alternatives (Alternative 5C and Alternative 7).

Within the Study Area, the freeway serves as the principal transportation connection for goods movement between multiple facilities. These facilities include the Port of Los Angeles (POLA) and Port of Long Beach (POLB) shipping terminals, the four crossing freeways serving destinations beyond the Study Area, local warehousing along I-710, and intermodal rail yards located in the cities of Commerce and Vernon.

The Study Area includes the portion of I-710 from Ocean Boulevard in the City of Long Beach to SR-60 in East Los Angeles, a distance of approximately 19 miles. At the crossing freeways, the Study Area extends up to 1.5 miles east and west of I-710 on Interstate 405 (I-405), State Route 91 (SR-91), Interstate 105 (I-105), and Interstate 5 (I-5). The Study Area traverses portions of the cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, and portions of unincorporated Los Angeles County, all within Los Angeles County, California.



### 2.3 Purpose and Need

A detailed purpose and need may be reviewed in Chapter 1 of the I-710 Corridor Project RDEIR/SDEIS. The purpose of the I-710 Corridor Project is to achieve the following within the I-710 Corridor:

- Improve air quality and public health.
- Improve traffic safety.
- Provide a modern design for the I-710 mainline.
- Address projected traffic volumes for the 2035 horizon year.
- Address projected growth in population, employment, and activities related to goods movement (based on SCAG population projections and projected container volume increases at the two ports).

The I-710 Corridor Project is needed because:

- I-710 experiences high heavy-duty truck volumes, resulting in high concentrations of diesel particulate emissions within the I-710 Corridor.
- I-710 experiences accident rates, especially truck-related, that are well above the statewide average for freeways of this type.
- At many locations along I-710, the entrance and exit ramps do not meet current design standards, and weaving sections within and between interchanges are of insufficient length. These deficiencies correlate with accidents and congestion.
- High volumes of both trucks and cars have led to severe traffic congestion throughout most of the day (6:00 a.m. to 7:00 p.m.) on I-710, as well as on the connecting freeways. This is projected to worsen over the next 20 years.
- Increases in population, employment, and goods movement between now and 2035 will lead to more traffic demand on I-710 and on the streets and roadways within the I-710 Corridor as a whole.

### 2.4 Project Description

This section describes the alternatives that were developed by a multidisciplinary technical team to achieve the I-710 Corridor Project purpose, and were subsequently reviewed and concurred upon by the various advisory committees involved in the I-710 Corridor Project community participation framework. A detailed project description may also be reviewed in Chapter 1, “Proposed Project,” and Chapter 2, “Project Alternatives” of the I-710 Corridor Project RDEIR/SDEIS.

## 2.0 Description of the Project and Alternatives

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A Draft EIR/EIS was prepared for the project in 2012. During the scoping process for the 2012 Draft EIR/EIS, Alternative 2 (Transportation Systems Management /Transportation Demand Management), Alternative 3 (Maximum Goods Movement by Rail and Advanced Technology), Alternative 4 (Arterial Highway and I-710 Congestion Relief Improvements), and Alternative 5B (Widen to 8 GP Lanes plus 2 HOV Lanes) were considered but withdrawn from further environmental study as stand-alone alternatives. However, elements of these alternatives were included in Build Alternative 5C (Widen to 10 GP Lanes), Alternative 6A (Widen to 10 GP Lanes plus 4 lane Freight Corridor), Alternative 6B (Widen to 10 GP Lanes plus 4 lane Zero Emission Freight Corridor), and Alternative 6C (Widen to 10 GP Lanes plus 4 lane Zero Emission Freight Corridor with tolling) that were analyzed in the Draft EIR/EIS.

Subsequent to public circulation of the Draft EIR/EIS, in response to new information and comments received from the public, a revised set of build alternatives have been developed and are analyzed in the revised technical studies. These alternatives are described below.

### **2.4.1 Alternative 1: No Build Alternative**

The existing I-710 mainline generally consists of eight general purpose (GP) lanes north of I-405, and six GP lanes south of I-405. Alternative 1 does not include any improvements in the I-710 Corridor other than those projects that are already planned and committed to be constructed by or before the 2035 planning horizon year. The projects included in this alternative are based on SCAG's 2008 Regional Transportation Improvement Program (RTIP) project list, including freeway, arterial, and transit improvements in the SCAG region. This alternative also assumes that goods movement to and from the ports will maximize the use of existing and planned railroad capacity in the I-710 Corridor. Alternative 1 provides the basis for comparison of 2035 no build conditions with the 2035 build alternatives.

### **2.4.2 Alternative 5C: Modernize the I-710 Freeway**

Alternative 5C proposes increasing the number of GP lanes on the freeway and reconfiguring the access points to/from I-710 and its crossing freeways. This alternative would:

- Shift the freeway centerline at several locations to minimize right-of-way impacts.
- Add up to one GP through lane in each direction between Anaheim Street and Olympic Boulevard to address capacity deficient segments on the freeway.
- Add two truck bypass lanes in each direction around the I-405 freeway-to-freeway interchange to address safety and operational deficiencies.

## 2.0 Description of the Project and Alternatives

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- Add a lane buffer in each direction between Pacific Coast Highway and Shoreline Drive to address safety and operational deficiencies.
- Modify freeway-to-freeway interchanges at I-405, SR-91, I-105, and I-5 to address safety, operational, and capacity deficiencies. Modification varies by location and may entail realignment of freeway connectors, adding and/or extending auxiliary lanes to connectors, and modification to the crossing freeways.
- At the I-405 interchange, realign and replace eight of the existing eight freeway-to-freeway connectors. Modifications include the removal of the local interchange at Wardlow Road on I-710, the removal of the local interchange at Pacific Place on I-405, and modification of the local interchange on I-405 at Santa Fe Avenue.
- At the SR-91 interchange, realign and replace one of the existing eight freeway-to-freeway connectors and modify ramp connection points on I-710. These modifications necessitate modification to the local interchange at Artesia Boulevard on I-710, the local interchange at Santa Fe Avenue on SR-91, the local interchange at Long Beach Boulevard on SR-91, and the local interchange at Atlantic Avenue on SR-91.
- At the I-105 interchange, relocate ramp connection points on I-710.
- At the I-5 interchange, add new collector-distributor roads that service local interchanges at Washington Boulevard and Bandini Boulevard, and relocate ramp connection points on I-710.
- Modify local interchanges on I-710 to address safety, operational, and capacity deficiencies. Modification varies by location and may entail realignment of entrance and exit ramps, adding or extending auxiliary lanes to ramps, realignment of the local street crossings, and modification to adjacent intersecting local streets. Local interchange locations include:
  - Shoreline Drive
  - Anaheim Street
  - Pacific Coast Highway (PCH) / State Route 1
  - Willow Street
  - Del Amo Boulevard
  - Long Beach Boulevard
  - Alondra Boulevard
  - Rosecrans Avenue

## 2.0 Description of the Project and Alternatives

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- MLK Jr. Boulevard
- Imperial Highway
- Firestone Boulevard
- Florence Avenue
- Atlantic Boulevard/Bandini Boulevard
- Washington Boulevard
- Olympic Boulevard
- Add or modify local crossings of I-710, as follows:
  - Add a local street crossing over I-710 at Southern Avenue in the City of South Gate to address capacity deficiencies.
  - Remove local one-way crossings over I-710 at Shoreline Drive (Eastbound 9th Street to 6th Street and Westbound 7th Street to 9th Street) to address safety and operational deficiencies.
  - On local street crossings, include pedestrian paths, which are comprised of sidewalks, curb ramps, and crosswalks.
  - On local street crossings, the cross section will have sufficient outside shoulder width to accommodate Class II bikeways.
  - Add a pedestrian/Class I bikeway crossing over the Los Angeles River and I-710 at Hill Street in Long Beach, and at Imperial Highway in South Gate.
- Replace, widen, add, and remove roadway or railway grade separation structures to accommodate lane additions, modified freeway realignments, and reconfigured interchanges. Some intersecting roadways and railroad crossings entail realignment of local streets and/or railroads. Union Pacific Railroad (UPRR) crossing locations where modifications are proposed include:
  - UPRR San Pedro Subdivision at I-405 in Long Beach
  - UPRR San Pedro Subdivision at I-710 in Long Beach
  - UPRR San Pedro Subdivision at I-710 in South Gate
  - UPRR Patata Industrial Lead at I-710 in South Gate
  - UPRR La Habra Subdivision at I-710 in Bell
  - LAJ Railway Laguna Line at I-710 in Bell
  - LAJ Railway Laguna Line at I-710 in Vernon

## 2.0 Description of the Project and Alternatives

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- BNSF Hobart Yard at I-710 in Commerce/Vernon
- UPRR East Yard at I-710 in Commerce
- Replace, modify, add, and remove storm water conveyance and treatment systems, roadside equipment, and maintenance and access features to accommodate freeway modifications.
- Replace, modify, and relocate critical infrastructure that crosses proposed freeway modifications. Critical infrastructure includes, but is not limited to, flood control facilities and major utilities. Prominent infrastructure crossings include the Los Angeles River, Compton Creek, Southern California Edison (SCE) transmission lines, and Los Angeles Department of Water and Power (LADWP) transmission lines.
- Incorporate aesthetic enhancements that include thematic surface treatment of structures and paved surfaces, roadside planting, and irrigation consistent with a corridor-wide aesthetic master plan.

In addition to the freeway features described, the alternative includes modification to surrounding local arterials within the Study Area, new transportation system features and strategies, and programmatic elements, as follows:

- Modifications to selected local arterial intersections to reduce traffic delay and improve operations within the Study Area. Modifications consist of lane restriping, median modification, and/or spot-widening to provide additional intersection turn lanes.
- Transportation Systems Management/Transportation Demand Management (TSM/TDM) elements, including adaptive ramp metering, updated traffic signals, parking restrictions during peak periods, and improved arterial signage for access to I-710.
- Intelligent Transportation Systems (ITS) elements including updated fiber-optic communications to interconnect traffic signals along major arterial streets to improve traffic flow.
- Transit improvements, including increased revenue vehicle service hours for light rail service (Blue Line/Green Line), Metro Rapid routes, local bus service, express bus service and community bus service within the I-710 Corridor.
- Air quality improvement measures that consider funding of facilities needed to support zero emission/near zero emission (ZE/NZE) trucks, such as charging and/or refueling stations; funding of ZE/NZE trucks through existing programs (e.g., Measures ONRD-03 and ONRD-04 in the 2012 Air Quality Management Plan)

## 2.0 Description of the Project and Alternatives

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and/or through new programs such as the Gateway Cities Technology Deployment Program currently under development; and funding of an I-710 Corridor Community Health Grant Program.

In addition to the widening of existing bridges and overcrossings to accommodate bicycle and pedestrian traffic, five pedestrian and bicycle-only bridges are proposed that would be included under Alternative 5C. The bridges would span I-710 and in some cases the Los Angeles River or Metro Rail lines to provide for improved connectivity within the corridor. Bridges are proposed at the following locations:

- Spring St., located in Long Beach. This bridge would cross I-710 and the Los Angeles River.
- Hill St., located in Long Beach. This bridge would cross I-710 and the Los Angeles River.
- Humphreys Ave., located in East Los Angeles. This bridge would cross I-710.
- Clara St., located in Bell Gardens/Cudahy. This bridge would cross I-710 and the Los Angeles River.
- Pacific Place, located in Long Beach. This bridge would cross I-405 and the Metro Blue Line.

### **2.4.3 Alternative 7: Add Clean-Emission Freight Corridor (Truck-Only Lanes) Along I-710**

Alternative 7 proposes adding two separate truck lanes in each direction adjacent to the freeway, between Long Beach and Commerce for approximately 16 miles. This principal feature is also referred to as a “Clean-Emission Freight Corridor.” Alternative 7 also includes modifications to the I-710 alignment, maintaining the same number of GP lanes on I-710, and reconfiguring the access points to/from I-710 and its crossing freeways. This alternative would:

- Add two controlled-access truck lanes in each direction (the Freight Corridor), within or adjacent to the I-710 freeway cross section, with termini connections to/from I-710 near Anaheim Street in Long Beach and near Washington Boulevard in Commerce. The Freight Corridor features include:
  - Restricted use to ZE/NZE trucks.
  - Freeway access points (Freight Corridor-to-Freeway interchanges) at three locations on I-710 near Anaheim Street, near Del Amo Boulevard, and near Bandini Boulevard, and one location on SR-91 near Cherry Avenue.

## 2.0 Description of the Project and Alternatives

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- Local access points (Freight Corridor-to-Local Street interchanges) at four locations: Pico Avenue, Anaheim Street, Slauson Avenue, and Washington Boulevard.
- Placement of highway structures in a manner that does not preclude the addition of one future freeway lane in each direction.
- Shift the I-710 centerline at several locations to accommodate the Freight Corridor and minimize right-of-way impacts.
- Modify freeway-to-freeway interchanges at I-405, SR-91, I-105 and I-5 to address safety, operational, and capacity deficiencies. Reconfiguration will also accommodate the Freight Corridor and minimize right-of-way impacts. Modification varies by location and may entail realignment of freeway connectors, adding auxiliary lanes to connectors, and modifications to the crossing freeways.
  - At the I-405 interchange, modification entails realignment and replacement of eight of the existing eight freeway-to-freeway connectors. Modifications also include the removal of the local interchange at Wardlow Road on I-710, the removal of the local interchange at Pacific Place on I-405, and modification of the local interchange on I-405 at Santa Fe Avenue.
  - At the SR-91 interchange, modification entails realignment and replacement of one of the existing eight freeway-to-freeway connectors, reconstruction of three of the connectors, and modification to ramp connection points on I-710. The connector modifications also necessitate modifications to two local interchanges on SR-91 at Long Beach Boulevard and Atlantic Avenue.
  - At the I-105 interchange, modifications entail relocating ramp connection points on I-710.
  - At the I-5 interchange, modifications include new collector-distributor roads that service local interchanges at Washington Boulevard and Bandini Boulevard and relocating ramp connection points on I-710.
- Reconfigure local interchanges on I-710 to address safety, operational, and capacity deficiencies. Reconfiguration entails realignment of entrance and exit ramps, adding or extending auxiliary lanes to ramps, and realignment of the local street crossings. Reconfiguration will also accommodate the Freight Corridor and minimize right-of-way impacts. Local interchange locations include:
  - Pico Avenue
  - Shoreline Drive
  - Anaheim Street

## 2.0 Description of the Project and Alternatives

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- PCH / State Route 1
- Willow Street
- Del Amo Boulevard
- Long Beach Boulevard
- Alondra Boulevard
- Rosecrans Avenue
- MLK Jr. Boulevard
- Imperial Highway
- Firestone Boulevard
- Florence Avenue
- Atlantic Boulevard/Bandini Boulevard
- Washington Boulevard
- Olympic Boulevard
- Include new or modified local crossings, as follows:
  - Add a local street crossing over I-710 at Southern Avenue in the City of South Gate to address capacity and operation deficiencies at adjacent local crossings.
  - Remove local one-way crossings over I-710 at Shoreline Drive (Eastbound 9th Street to 6th Street and Westbound 7th Street to 9th Street) to address safety and operational deficiencies.
  - On local street crossings, include pedestrian paths, which are comprised of sidewalks, curb ramps, and crosswalks.
  - On local street crossings, provide cross section with sufficient outside shoulder width to accommodate Class II bikeways.
  - Add a pedestrian/Class I bikeway crossing over the Los Angeles River and I-710 at Imperial Highway in South Gate.
- Replace, widen, add, and remove roadway or railway grade separation structures to accommodate lane additions, modified freeway realignments, and reconfigured interchanges. Modification will also accommodate the Freight Corridor and minimize right-of-way impacts. Some intersecting roadways and railroad crossings entail realignment of local streets and/or railroads. Railroad crossing locations where modifications are proposed include:
  - UPRR San Pedro Subdivision at I-405 in Long Beach

## 2.0 Description of the Project and Alternatives

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- UPRR San Pedro Subdivision at I-710 in Long Beach
- UPRR San Pedro Subdivision at I-710 in South Gate
- UPRR Patata Industrial Lead at I-710 in South Gate
- UPRR La Habra Subdivision at I-710 in Bell
- LAJ Railway Laguna Line at I-710 in Bell
- LAJ Railway Laguna Line at I-710 in Vernon
- BNSF Hobart Yard at I-710 in Commerce/Vernon
- UPRR East Yard at I-710 in Commerce
- Replace, modify, add, and remove storm water conveyance and treatment systems, roadside equipment, and maintenance and access features, to accommodate freeway modifications.
- Replace, modify, and relocate critical infrastructure that crosses proposed freeway modifications. Critical infrastructure includes, but is not limited to, flood control facilities and major utilities. Prominent infrastructure crossings include the Los Angeles River, Compton Creek, SCE transmission lines, and LADWP transmission lines.
- Incorporate aesthetic enhancements that include thematic surface treatment of structures and paved surfaces, roadside planting, and irrigation consistent with a corridor-wide aesthetic master plan.

In addition to the freeway features described, the alternative includes modification to surrounding local arterials within the Study Area, new transportation system features and strategies, and programmatic elements, as follows:

- Modifications to selected local arterial intersections to reduce traffic delay and improve operations within the Study Area. Modifications consist of lane restriping, median modification, and/or spot-widening to provide additional intersection turn lanes.
- TSM/TDM elements including adaptive ramp metering, updated traffic signals, parking restrictions during peak periods, and improved arterial signage for access to I-710.
- ITS elements including updated fiber-optic communications to interconnect traffic signals along major arterial streets to improve traffic flow.

## 2.0 Description of the Project and Alternatives

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- Transit improvements, including increased revenue vehicle service hours for light rail service (Blue Line/Green Line), Metro Rapid routes, local bus service, and community bus service within the I-710 Corridor.
- Air quality improvement measures that consider funding of facilities needed to support ZE/NZE trucks, such as charging and/or refueling stations; funding of ZE/NZE trucks through existing programs (e.g., Measures ONRD-03 and ONRD-04 in the 2012 Air Quality Management Plan) and/or through new programs, such as the Gateway Cities Technology Deployment Program currently under development; and funding of an I-710 Corridor Community Health Grant Program.

In addition to the widening of existing bridges and overcrossings to accommodate bicycle and pedestrian traffic, three pedestrian and bicycle-only bridges are proposed that would be included under Alternative 7. The bridges would span I-710 and in some cases the Los Angeles River or Metro Rail lines to provide for improved connectivity within the corridor. Bridges are proposed at the following locations:

- Humphreys Ave., located in East Los Angeles. This bridge would cross I-710.
- Clara St., located in Bell Gardens/Cudahy. This bridge would cross I-710 and the Los Angeles River.
- Pacific Place, located in Long Beach. This bridge would cross I-405 and the Metro Blue Line.

### 2.5 Design Options

Design Options are variations to the build alternatives, specific to discrete segments of I-710. The locations, objectives, and features are described as follows:

Design Options 1A/1B: The objective of this variation is to reduce impacts on BNSF operations at the Hobart intermodal rail yard. The limits of the design variation extend from the Atlantic/Bandini interchange to the Washington Boulevard interchange, a distance of approximately one mile through the cities of Bell, Commerce, and Vernon. Design Option 1A applies to Alternative 5C, and Design Option 1B applies to Alternative 7. Differences between the alternatives and variations are described as follows:

- Highway alignments crossing the Hobart Yard are shifted to the east, and none encroach beyond the existing State right-of-way on the west side of the freeway over the rail yard. Therefore, the shifts apply to proposed freeway, collector-distributor road, and ramp alignments.
- For Design Option 1A, the interchange configuration and local street circulation is the same as Alternative 5C, but the general location of the highway alignments are different. Thus, the right-of-way requirements are also different than Alternative 5C.

## 2.0 Description of the Project and Alternatives

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- For Design Option 1B, the interchange configuration is the same as Alternative 7, but the local street circulation, highway alignments, and right-of-way requirements are different than Alternative 7.

Design Option 2A: The objective of this variation is to restore circulation between Shoreline Drive and PCH, via the freeway. The limits of the design variation extend from the Shoreline Drive interchange to the PCH interchange, a distance of approximately one mile through the City of Long Beach. Design Option 2A only applies to Alternative 5C. Differences between the alternatives and the variations are described as follows:

- Two grade separated ramps are added and provide connections between 1) the northbound Shoreline Drive entrance ramp to Route 710, and the northbound PCH exit ramp from State Route 710, and between 2) the southbound PCH entrance ramp to the Route 710, and the southbound Shoreline Drive exit ramp from State Route 710.
- To accommodate the added ramps, highway alignments are shifted to the west. The shifted alignments include the Shoreline Drive entrance and exit ramps, the southbound freeway, the southbound PCH entrance ramp, and the southbound Anaheim Street exit ramp.
- The interchange configuration types, the Shoreline Drive Ramp alignments (Shoemaker Bridge) over the Los Angeles River, and local street circulation are the same as Alternative 5C, but the highway alignments, ramp termini at Anaheim Street and PCH, and right-of-way requirements are different.

Design Options 3A/3B: The objective of this variation is to further improve safety and operation of the freeway by reducing weaving conflicts. The limits of the design variation extend from the Washington Boulevard interchange to the SR-60 interchange, a distance of approximately two miles through the City of Commerce and the unincorporated area of East Los Angeles. Design Option 3A applies to Alternative 5C, and Design Option 3B applies to Alternative 7. Differences between the alternatives and the variations entail reconfiguration of the SR-60, I-5, and Olympic Boulevard interchanges, alteration of freeway and local traffic circulation, and requirements for additional right-of-way. These differences are the same for both Design Options 3A/3B and are further described as follows:

- The northbound I-710 to eastbound/westbound SR-60 connector is modified and extended. The point of connection on I-710 is relocated further south near the I-5 freeway crossing.
- The southbound I-710 to southbound I-5 connector is modified and extended. The point of connection is relocated further north, closer to the SR-60 freeway crossing.

## 2.0 Description of the Project and Alternatives

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- The entrance ramp from Olympic Boulevard to northbound I-710 is removed and is replaced by an entrance ramp from Olympic Boulevard to eastbound/westbound SR-60, via the modified I-710-to-SR-60 connector.
- The exit ramp to Olympic Boulevard from northbound I-710 is modified. The point of connection is removed on I-710 and replaced by a point of connection on the modified I-710-to-SR-60 connector.
- The entrance ramp from Eastern Avenue to southbound I-710 is removed and replaced by an entrance ramp from Whittier Boulevard to the I-5-to-I-710 connector.
- The exit ramp to Olympic Boulevard/Whittier Boulevard via Eastern Avenue from southbound I-710 is removed, and is replaced by an exit ramp to Whittier Boulevard from the SR-60-to-I-710 connector.

Option 7ZE - Option 7ZE provides for the use of the freight corridor exclusively by zero emission trucks, excluding near zero emission trucks. This option is operational in nature and would not represent a difference in the geometric design of Alternative 7.

### 3.0 DESCRIPTION OF SECTION 4(F) AND 6(F) PROPERTIES

#### 3.1 Section 4(f) Properties

According to Question and Answer 25 in the FHWA Section 4(f) Policy Paper (July 2012), Section 4(f) applies when the (planned park) land is one of the enumerated types of publicly owned lands and the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, or wildlife and waterfowl refuge purposes. Evidence of formal designation would be the inclusion of the publicly owned land, and its function as a Section 4(f) property into a city or county Master Plan.

Alternative 5C and Alternative 7 would permanently use land from Parque Dos Rios (see Section 4.0 for more detail), which is a planned park identified for recreational use in the Los Angeles River Master Plan (Los Angeles County Department of Public Works, 1996). Because the park is a publicly-owned public park and has been determined to be significant for recreational purposes, this park was identified as subject to protection under the requirements of Section 4(f).

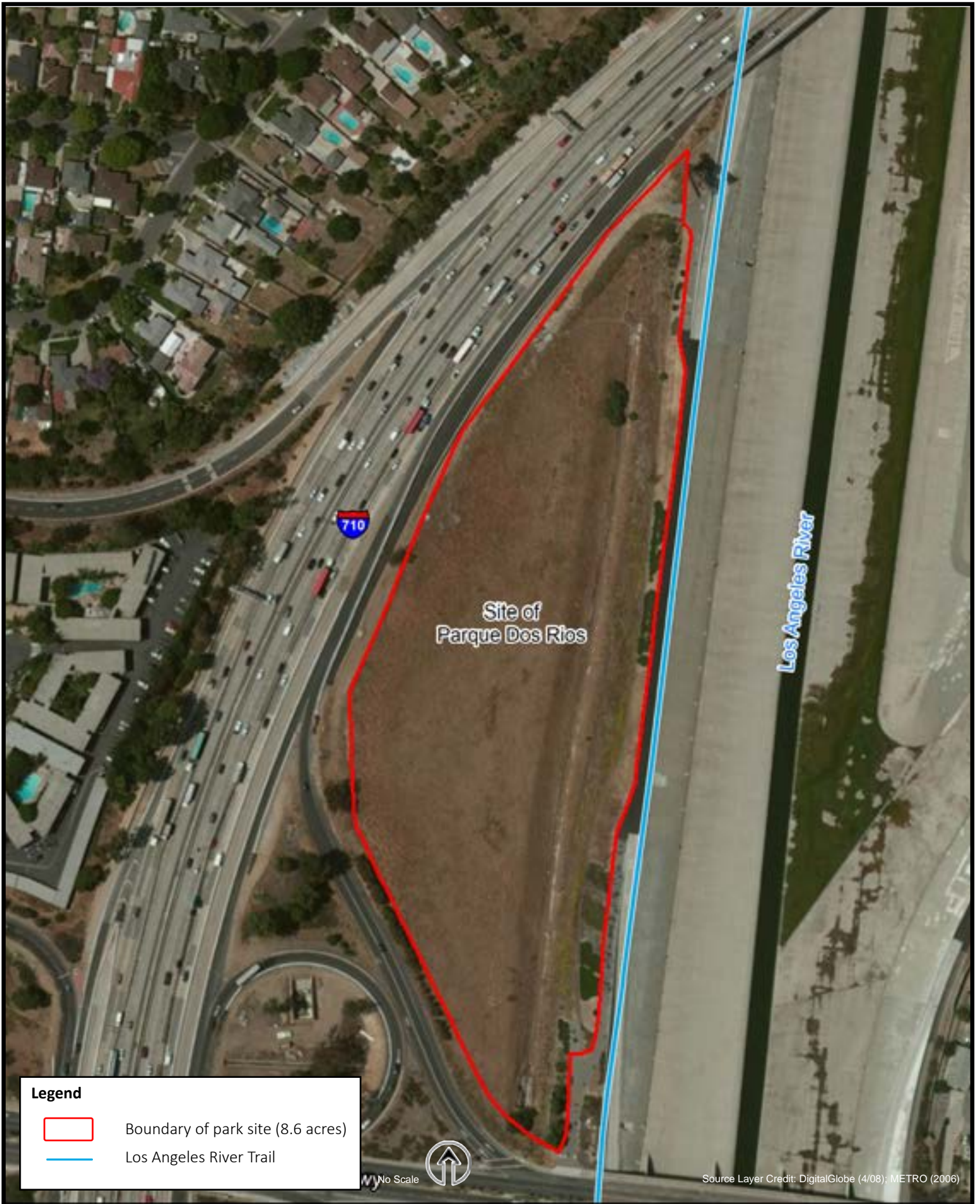
The location of Parque Dos Rios is shown on **Figure 3-1**, and the park is described in the following sections. Parque Dos Rios is currently in the stages of planning with \$1.5 million in funding secured from Los Angeles County, according to a news article published on November 17, 2015 (written by Lucy Guanuna on KCET.org).

##### 3.1.1 Owner/Operator of Parque Dos Rios

This park is being funded by the Watershed Conservation Authority (WCA), which is a joint powers entity consisting of the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) and the Los Angeles County Flood Control District (LACFCD). Parque Dos Rios will be constructed, owned, and operated by the WCA. When construction of the park is complete, the park will be a public park open to use by residents and other visitors to the area, including users of the Los Angeles River Trail on the east side of the park.

##### 3.1.2 Location of Parque Dos Rios

As shown on **Figure 3-1**, the site for Parque Dos Rios is in the City of South Gate on an approximately 8.6-acre parcel located in the triangle generally formed by the Los Angeles River to the east, Imperial Highway to the south, and I-710 to the west. The Los Angeles River Trail is aligned along the east boundary of the park, between the park and the Los Angeles River.



**FIGURE 3-1. LOCATION OF PARQUE DOS RIOS  
I-710 Corridor Project**

### **3.1.3 Access to Parque Dos Rios**

There is currently no public access to the park because construction of the park is not complete, and the park is not currently open to the public. When construction is complete, access to Parque Dos Rios would be available from the Los Angeles River Trail and Imperial Highway. Because the park is not yet open to the public, it is not possible to provide an estimate of the number of users of this facility.

### **3.1.4 Amenities and Facilities at Parque Dos Rios**

The following recreation facilities and amenities will be provided at Parque Dos Rios when the project is open to the public:

- Access to the Los Angeles River Trail
- Overlook decks (with seating areas, picnic table, drinking fountain, bike rack)
- Coastal sage scrub habitat area for birds and animals
- Raptor perches
- Decorative fencing
- Bilingual interpretive signs about the history of the City of South Gate and the Los Angeles and Rio Hondo Rivers

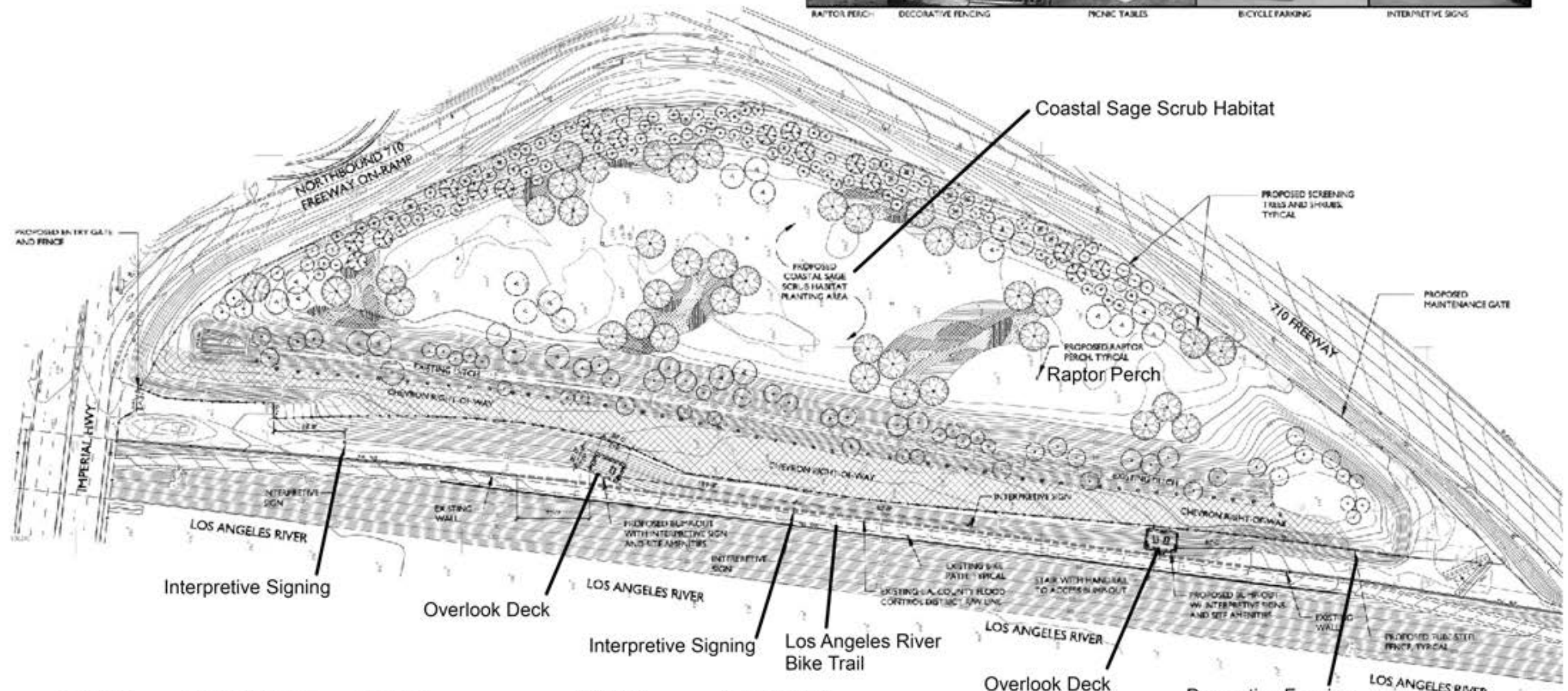
The site plan for Parque Dos Rios highlighting these planned amenities is shown on **Figure 3-2**.

### **3.1.5 Planned Improvements at Parque Dos Rios**

There are no known planned improvements at Parque Dos Rios beyond those described above for the new park and as shown in the site plan on **Figure 3-2**.

### **3.1.6 Relationship of Parque Dos Rios to Other Recreational Resources**

As shown on **Figure 3-2**, Parque Dos Rios is immediately west of the Los Angeles River Trail. The trail extends north-south just east of the park. This trail is described in Section 6.0, Resources Evaluated Relative to the Requirements of Section 4(f). Access between the trail and the park will allow trail users to stop at the park, and for park users to access the trail. There are no other recreational resources in the immediate vicinity of Parque Dos Rios.



SCREENING TREES	COASTAL SAGE SCRUB TREES	RIPARIAN TREES	LARGER SHRUBS	SMALLER SHRUBS & GRASSES
<i>Asclepias californica</i> CALIFORNIA BUCKEYE	<i>Juglans californica</i> CALIFORNIA WALNUT	<i>Acer negundo</i> CALIFORNIA BOX ELDER	<i>Ceanothus 'Ray Hickman'</i> WILD BEAL	<i>Artemisia californica</i> CALIFORNIA SAGEBRUSH
<i>Quercus agrifolia</i> COAST LIVE OAK	<i>Platanus racemosa</i> CALIFORNIA SYCAMORE	<i>Platanus racemosa</i> CALIFORNIA SYCAMORE	<i>Heteromeles arbutifolia</i> TOYON	<i>Lesqueris (saccharum)</i> CALIFORNIA BUCKWHEAT
	<i>Populus fremontii</i> WESTERN COTTONWOOD	<i>Populus fremontii</i> WESTERN COTTONWOOD	<i>Molaleuca laurina</i> LAUREL SUMAC	<i>Isola rubra</i> DEWEED
	<i>Quercus agrifolia</i> COAST LIVE OAK	<i>Salix sp.</i> WILLOW	<i>Ribes cereum</i> LEMONADE BERRY	<i>Stipa pulchra</i> PURPLE NEEDLEGRASS
			<i>Rosa californica</i> WILD ROSE	<i>Salvia mellifera</i> BLACK SAGE



Source Layer Credit: DigitalGlobe (4/08); WCA (2012)

FIGURE 3-2. SITE PLAN FOR PARQUE DOS RIOS I-710 Corridor Project

#### 3.2 Section 6(f) Properties

Section 6(f) applies to public recreation or park lands acquired or developed with Land and Water Conservation Fund (L&WCF) Act funds pursuant to the L&WCF Act of 1965 (16 USC Sections 460-4 through 460-11, as amended). The mandated mitigation for conversion of any land purchased or developed with L&WCF Act funds to non-recreation or non-parkland uses, such as for transportation facilities, is replacement with land of at least equal value. No L&WCF Act funds were used for the acquisition of the following properties:

- **Parque Dos Rios:** In 2012, the WCA confirmed to the I-710 Corridor Project team that no L&WCF Act funds were used for the acquisition of land for, or development of, Parque Dos Rios. Therefore, the requirements of Section 6(f) are not triggered for Parque Dos Rios.
- **Los Angeles River Trail:** In 2012, the County confirmed to the I-710 Corridor Project team that no L&WCF Act funds were used for the Los Angeles River Trail. Therefore, that trail is not subject to the requirements of Section 6(f).

In 2012, the City of Long Beach confirmed to the I-710 Corridor Project team that funding for the development of improvements at Cesar E. Chavez Park included \$241,300 in L&WCF Act funds. The L&WCF Act funds were used to develop the Teen and Senior Center building and landscaping in that portion of the park. The Teen and Senior Center and the area immediately around the Teen and Senior Center would not be affected by the build alternatives. Therefore, the requirements of Section 6(f) are not triggered for Cesar E. Chavez Park. Because the requirements for protection under Section 6(f) are not triggered by the I-710 Corridor Project, no further discussion of Section 6(f) is provided in this report.

**4.0 IMPACTS ON SECTION 4(F) PROPERTIES**

**4.1 Impacts on Parque Dos Rios**

**Table 2** summarizes the project effects on Parque Dos Rios. As shown, the build alternatives would adversely affect the activities, features, and attributes of the 4(f) resource. These impacts will be partially mitigated through implementation of measures described in Section 4.3.

**Table 2: Summary of Effects on Parque Dos Rios**

Effects Under Alternative 5C	Effects Under Alternative 7
<b>Permanent Incorporation of Land from Parque Dos Rios</b>	
<p>Alternative 5C would result in the permanent incorporation of 1.68 acres of land from Parque Dos Rios into the transportation facility.</p> <p>Because Alternative 5C would permanently reduce the size of the park, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.</p>	<p>Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. However, the remnant parcel outside the alternative footprint would have limited functionality and accessibility. Therefore, Alternative 7 would result in the permanent use of the entire 8.6-acre park.</p> <p>Because Alternative 7 would require closure of the entire 8.6-acre park, this alternative would adversely affect the activities, features, and attributes of the 4(f) resource.</p>
<b>Permanent Easements at Parque Dos Rios</b>	
None	None
<b>Temporary Occupancies of Parque Dos Rios</b>	
<p>Alternative 5C would require 0.26 acre on the west side of Parque Dos Rios for a TCE during project construction. The temporary occupancies would not constitute a use under Section 4(f) because the occupancies would meet the five conditions listed in 23 Code of Federal Regulations (CFR) 774.13(d).</p>	<p>Alternative 7 would require 0.41 acre on the west and east sides of Parque Dos Rios for a TCE during project construction. Because Alternative 7 would result in the permanent use of the entire park, there would be no temporary occupancy of the park under this alternative.</p>

Source: GPA Consulting. (2017).

Notes: TCEs = temporary construction easements

**4.1.1 Parque Dos Rios – No Build Alternative Impacts**

The No Build Alternative does not propose the construction and operation of any I-710 Corridor improvements. Therefore, this alternative would not result in the permanent

incorporation of land from Parque Dos Rios, or any permanent easements, TCEs, or other temporary uses of land at Parque Dos Rios.

### **4.1.2 Parque Dos Rios – Permanent Incorporation of Land**

As shown on **Figure 4-1**, Alternative 5C would result in the permanent incorporation of 1.68 acres of land from Parque Dos Rios into the transportation facility. As shown on **Figure 4-2**, Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. Because the remnant parcel outside the alternative footprint would have limited functionality and accessibility, the permanent use of the entire 8.6-acre park would be required under Alternative 7.

### **4.1.3 Parque Dos Rios – Temporary Construction and Other Temporary Effects**

Alternative 5C would require 0.26 acre on the west side of Parque Dos Rios for a TCE during project construction; and Alternative 7 would require 0.41 acre on both the west and east sides of Parque Dos Rios for a TCE. However, because Alternative 7 would result in the permanent use of the entire park, there would be no temporary occupancy of the park under this alternative.

Under Alternative 5C, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on the portion of the property to be used for a TCE (see Section 5.0).

### **4.1.4 Parque Dos Rios – Potential Environmental Effects**

The following section discusses potential environmental effects that implementation of Alternative 5C and Alternative 7 at Parque Dos Rios may have on the environment. A detailed discussion of each topic and their potential impacts can be found in the I-710 Corridor Project RDEIR/SDEIS.

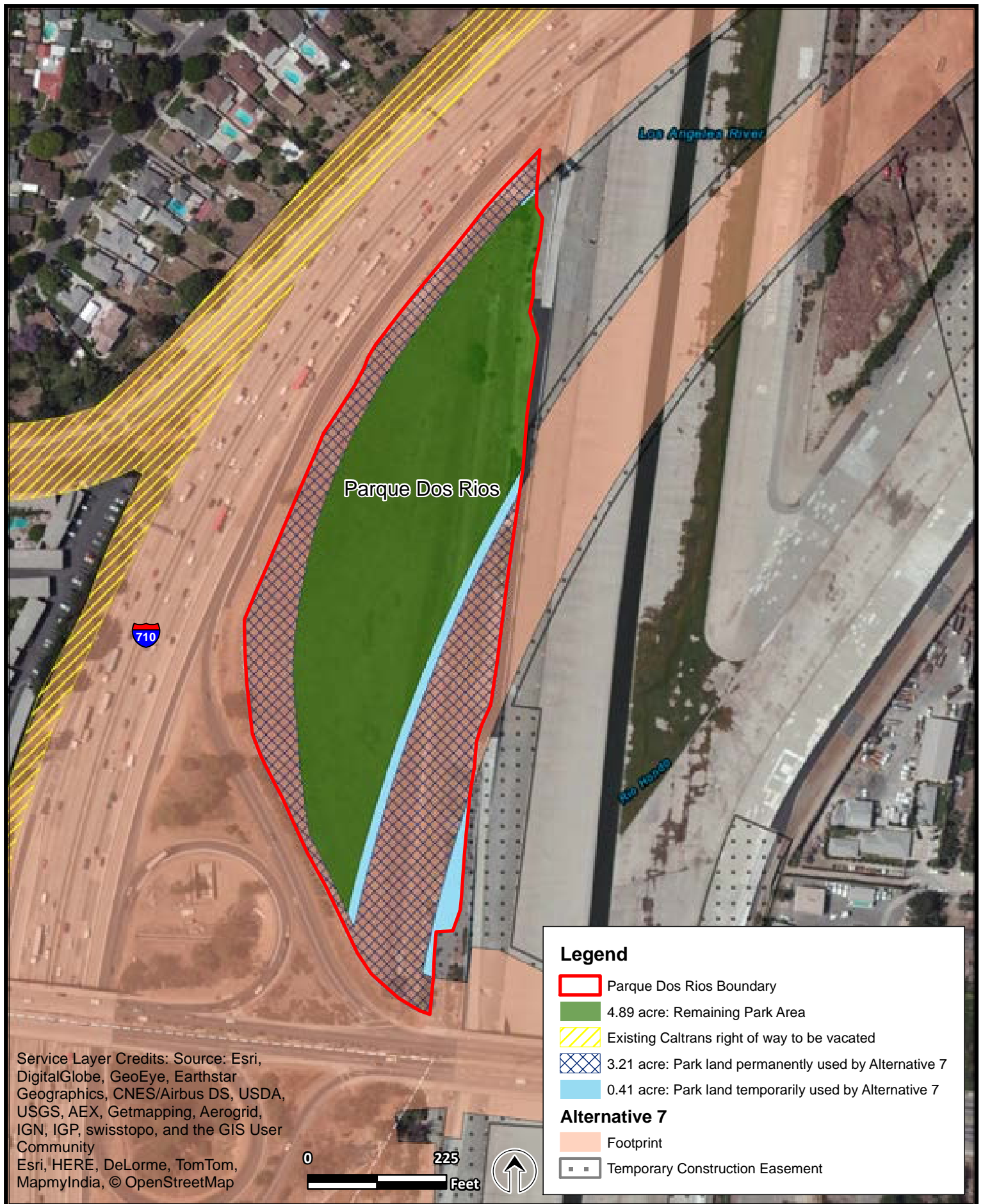
### **Facilities, Functions, and/or Activities Potentially Affected**

The following recreation facilities and amenities will be provided at Parque Dos Rios when the project is open to the public:

- Access to the Los Angeles River Trail
- Overlook decks (with seating areas, picnic table, drinking fountain, bike rack)
- Coastal sage scrub habitat area for birds and animals
- Raptor perches
- Decorative fencing
- Bilingual interpretive signs about the history of the City of South Gate and the Los Angeles and Rio Hondo Rivers



**FIGURE 4-1. PERMANENT USE OF LAND AT PARQUE DOS RIOS  
 ALTERNATIVE 5C  
 I-710 Corridor Project**



**FIGURE 4-2. PERMANENT USE OF LAND AT PARQUE DOS RIOS  
 ALTERNATIVE 7  
 I-710 Corridor Project**

Under Alternative 5C, approximately 1.68 acres of the park would be permanently incorporated into the transportation facility, and 6.55 acres of the park would remain. The facilities, functions, and activities would continue to be provided in the remnant parcel, and these features would not be substantially impaired by the project because the value of the resource, in terms of its Section 4(f) purpose and significance, would not be meaningfully reduced or lost. However, Alternative 7 would require the permanent use of the entire 8.6-acre park; therefore, all facilities, functions, and activities at the park would be affected.

### **Accessibility**

Access to Parque Dos Rios is available from the Los Angeles River Trail and Imperial Highway. Access to the park may be temporarily affected to accommodate construction vehicles and construction equipment; however, these impacts would be temporary, and regular access would be restored following construction under Alternative 5C. These impacts would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished. Under Alternative 7, there would be limited functionality and accessibility of the remnant parcel outside the alternative footprint, and therefore, the entire 8.6-acre park would be used by the project.

### **Visual**

Short-term visual impacts on sensitive viewers would result from the build alternatives during the construction period, and would include views of clearing of existing vegetation, grading of cut-and-fill slopes, construction of the I-710 widening and structures, construction vehicles, and construction staging areas. Construction activities would be temporary, and the adverse visual impacts related to construction activity would cease following construction.

During operation, the effects of vegetation clearing would gradually improve over time as landscaping for the I-710 Corridor Project matures. Aesthetic enhancements, such as graphic patterns or vines and shrubs, would be incorporated into the design of the project to minimize adverse visual impacts from proposed sound walls and screen walls. Landscape and hardscape designs would be incorporated along the corridor and I-710 mainline to enhance the visual character of the area. These impacts would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

### **Noise**

Although noise barriers to provide noise abatement would be provided at the park during construction and operation, not all noise increases may be able to be abated. However, the park is adjacent to an existing transportation facility and is exposed to

existing traffic noise, and no substantial noise increase was identified at Noise Receptor SB-58, which is the closest receptor to the park (see Chapter 3). Therefore, the project would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

### **Vegetation**

At Parque Dos Rios, the WCA plans to create a natural area for wildlife, with a habitat viewing deck adjacent to the bike path that will overlook the natural area and the San Gabriel Mountains. When the habitat and overlook project is fully developed, this area will feature bike amenities, seating area, and interpretive signage. The park will be planted with native vegetation that will provide bird and small animal habitat.

Vegetation removal required as part of implementation of the build alternatives would result in temporary impacts on existing vegetation. However, vegetation removal would be limited to areas within or adjacent to the construction footprint, and disturbed areas would be landscaped following construction under Alternative 5C. Measures to minimize harm will be implemented, including Measure PR-2, which calls for revegetating the remaining portion of the park with native plant materials similar to those shown in the current site plan (see Section 4.3). Therefore, with implementation of measures to minimize harm, impacts on vegetation would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

Under Alternative 7, the entire 8.6-acre park would be used by the project because of the limited functionality and accessibility of the remnant parcel outside the alternative footprint. Therefore, vegetation under Alternative 7 would be permanently affected by the project.

### **Wildlife**

The park includes ornamental landscaping; therefore, there is no appropriate habitat in the park. The project would not result in impacts on wildlife that would result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

### **Air Quality**

During construction, short-term degradation of air quality may result from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Although air quality would be improved during operation, there are some locations near roadways where there would be an increase in emissions. However, the park is adjacent to an existing transportation facility and is

exposed to existing air emissions, and potential increases in emissions would not result in the violation of Federal air quality standards (see Chapter 3). Therefore, the project would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

### **Water Quality**

Water quality BMPs would be implemented to treat stormwater runoff during construction and operation of the build alternatives. Therefore, the build alternatives are not anticipated to degrade the water quality of the receiving waters. The build alternatives would not result in substantial impairment of the park, and the activities, features, or attributes of the Section 4(f) property would not be substantially diminished.

### **4.2 Avoidance Alternatives**

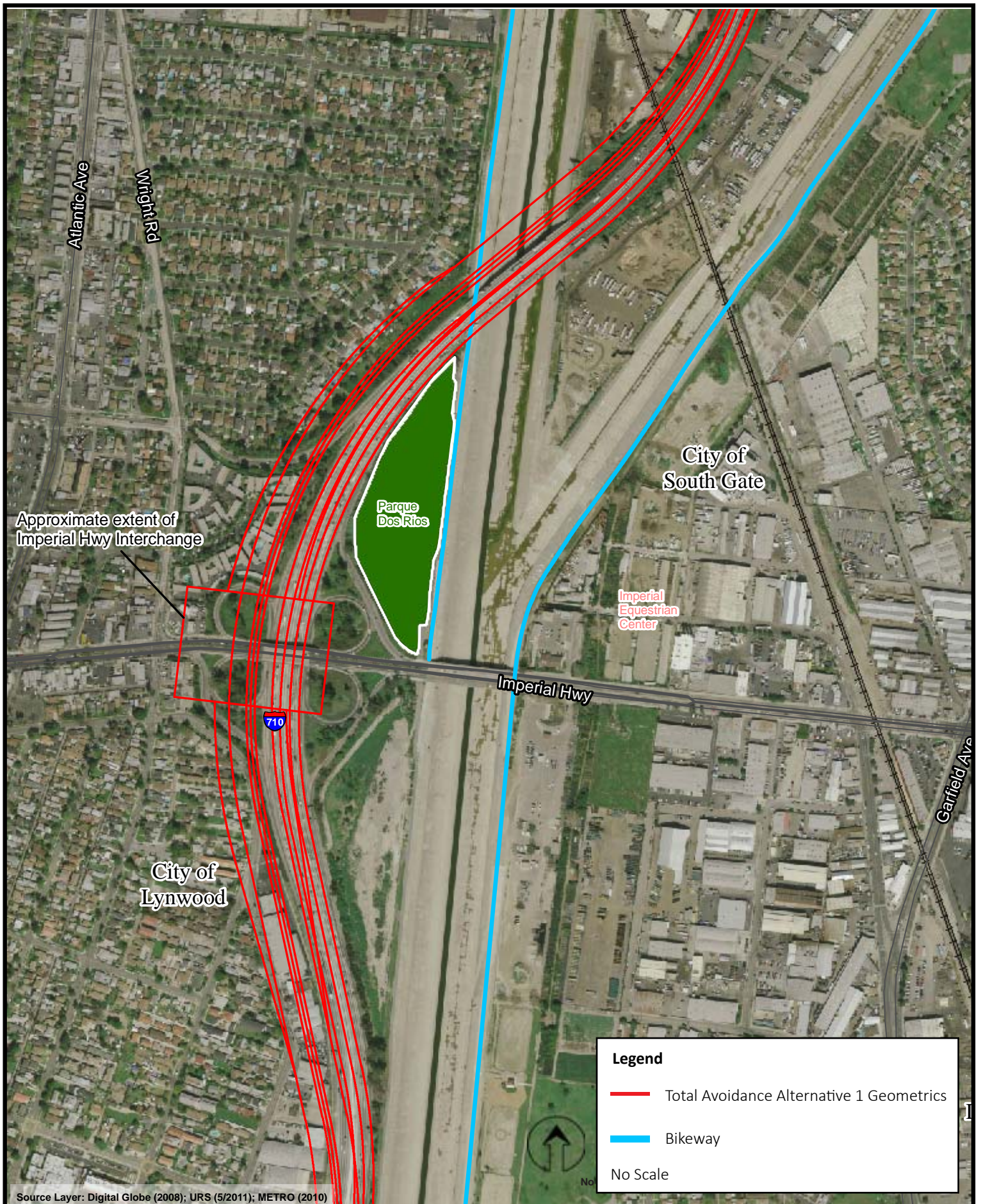
Section 4(f) requires the consideration of avoidance alternatives, which may include the No Build Alternative, new alignments, and design variations that would avoid the use of the Section 4(f) resource. The avoidance alternatives must be reviewed to determine if they are prudent and feasible. The following definitions are used in this analysis, as provided in 23 CFR 774.17:

- **Not Prudent:** For an alternative to be considered not prudent, “it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need; it results in unacceptable safety or operation problems; after reasonable mitigation, it still causes: severe social, economic, or environmental impacts; severe disruption to established communities; severe disproportionate impacts to minority or low-income populations; or severe impacts to environmental resources protected under other federal statutes; it results in additional construction, maintenance, or operational costs of an extraordinary magnitude; it causes other unique problems or unusual factors; or it involves multiple factors (in this definition) that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.”
- **Not Feasible:** For an alternative to be considered not feasible, “it cannot be built as a matter of sound engineering judgment.”

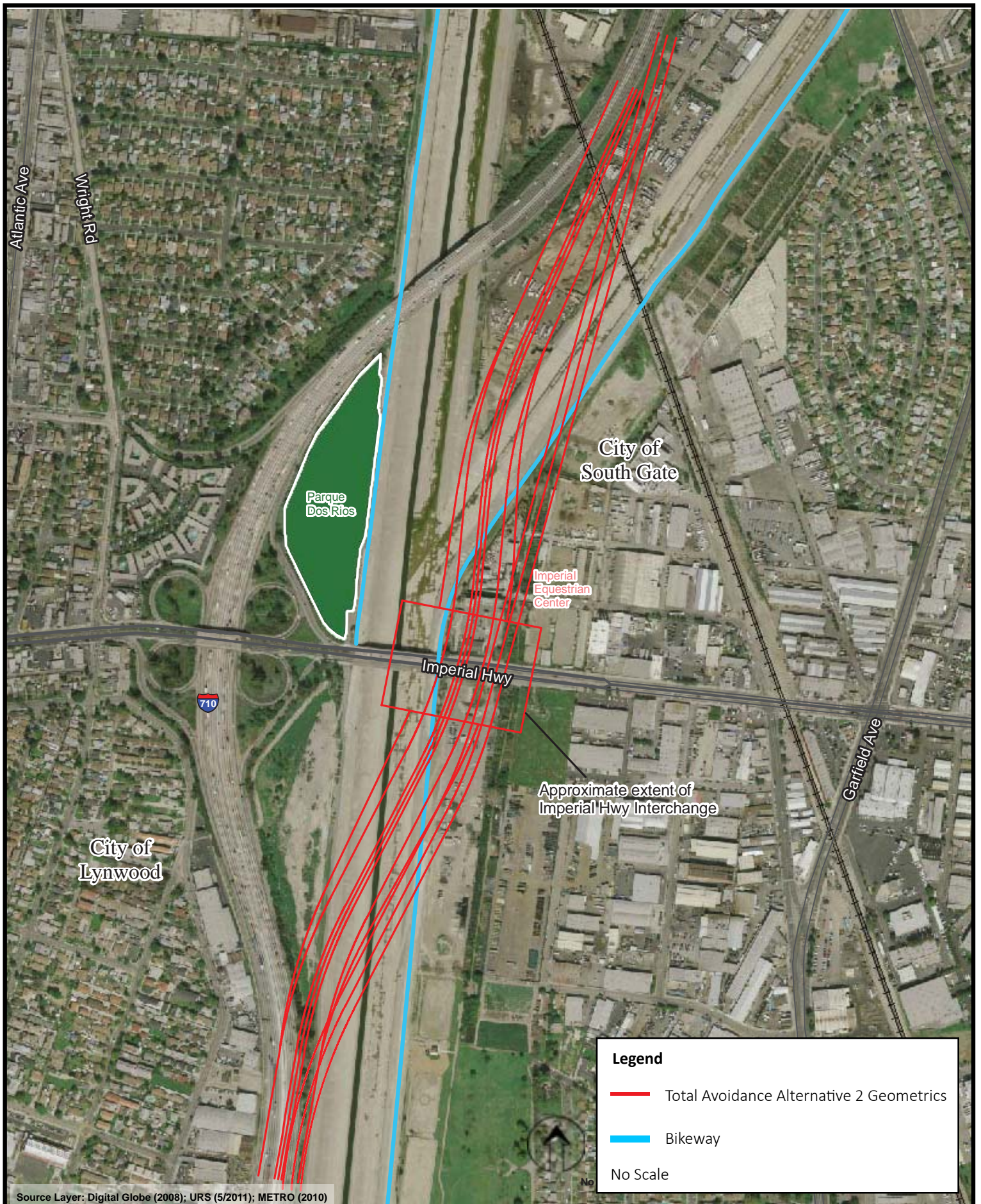
The No Build Alternative and two total avoidance alternatives, which would completely avoid the use of Parque Dos Rios, were reviewed to determine if they would be feasible and prudent. As discussed below, although the avoidance alternatives would be feasible, none of the avoidance alternatives were determined to be prudent.

- **No Build Alternative:** This alternative would be feasible, but would not meet the project purpose and need.
- **Total Avoidance Alternative 1:** As shown in Figure 4-3, Total Avoidance Alternative 1 would shift the entire I-710 facility and the proposed freight corridor alignment west, so that no part of the I-710 Corridor Project improvements would require the use of land from Parque Dos Rios. This alternative would be feasible, but would not meet some of the criteria to be considered prudent. While this alternative would meet the purpose and need and would not result in unique problems or factors, this alternative would result in substantially greater right-of-way acquisitions leading to severe social, economic, and environmental impacts; the acquisition and removal of over 180 homes (27 single-family homes and 156 apartment homes); severe disproportionate effects on low-income and minority populations; greater right-of-way acquisition and relocation costs from acquisition of over 180 housing units and 11 industrial/commercial units; and potentially greater contributions to cumulative impacts. Therefore, Total Avoidance Alternative 1 would not be prudent.
- **Total Avoidance Alternative 2:** As shown in Figure 4-4, Total Avoidance Alternative 2 would shift the entire I-710 facility and the proposed freight corridor alignment east, to the east side of the Los Angeles River. This alternative would be feasible, but would not meet some of the criteria to be considered prudent. While this alternative would meet the purpose and need, this alternative would result in extraordinary utility acquisition and relocation costs as a result of impacts on facilities managed by the Los Angeles County Flood Control District, LADWP, and Southern California Edison; severe impacts on the Los Angeles River as a result of crossing over the river at a more acute angle, which the United States Army Corps of Engineers (USACE) and other agencies raised serious concerns about during the agency consultation process; the full acquisition of three commercial parcels, including the privately owned and operated Imperial Equestrian Center; and potentially greater contributions to cumulative impacts. Therefore, Total Avoidance Alternative 2 would not be prudent.

Based on the above considerations, there are no feasible and prudent alternatives to the use of land from Parque Dos Rios.



**FIGURE 4-3. TOTAL AVOIDANCE ALTERNATIVE 1 FOR PARQUE DOS RIOS  
I-710 Corridor Project**



**FIGURE 4-4. TOTAL AVOIDANCE ALTERNATIVE 2 FOR PARQUE DOS RIOS I-710 Corridor Project**

### 4.3 Measures to Minimize Harm to Parque Dos Rios

The alternative development process for the I-710 Corridor Project considered a wide range of engineering, feasibility, and environmental constraints, including Section 4(f) and 6(f) properties in the area. Avoiding or minimizing the use of land from Section 4(f) and 6(f) properties was a key criterion during the Alternative Development and refinement processes.

A primary measure applicable to all permanent and temporary uses of Section 4(f) and 6(f) properties is continuing coordination and consultation with the owners/operators of the affected Sections 4(f) and 6(f) properties. This will ensure that the final design addresses, to the extent consistent with required design standards, the need to avoid or minimize permanent and temporary uses of land from, and other potential permanent and/or short-term impacts on, Section 4(f) and 6(f) properties. In addition, close coordination will be necessary to ensure that temporary closures (such as for portions of Cesar E. Chavez Park and segments of the Los Angeles River Trail and the Rio Hondo Trail) minimize adverse impacts related to the safety of park and trail users and on project construction workers.

Alternative 5C would result in the permanent incorporation of 1.68 acres of land from Parque Dos Rios into the transportation facility. Alternative 7 would result in the permanent incorporation of 3.21 acres of Parque Dos Rios into the transportation facility, but because of the limited accessibility and functionality of the remnant parcel, the entire 8.6-acre park would be required by the project. These impacts will be partially mitigated through implementation of the following measures.

**PR-1 Design Refinements for Alternative 5C at Parque Dos Rios.** If Alternative 5C is selected for implementation, Caltrans will require the project design team to identify and incorporate design refinements to minimize the permanent and temporary uses of land from Parque Dos Rios during the final design of Alternative 5C.

**PR-2 Site Plan for the Remaining Area in Parque Dos Rios under Alternative 5C.** If Alternative 5C is selected for implementation, Caltrans will require the project design team to coordinate with the WCA during final design to develop a plan for recreation facilities and landscaping/native plants on the remaining portion of Parque Dos Rios site, specifically addressing the provision of access to/from the park via the Los Angeles River Trail, the provision of amenities for park users similar to those in the current site plan, and revegetation of the remaining portion of the park with native plant materials similar to those shown in the current site plan.

- PR-3 Identification of Potential Replacement Property/Properties for Parque Dos Rios under Alternative 5C.** Caltrans will require the project design team to identify potential replacement property for the land used from Parque Dos Rios by Alternative 5C, based on continued coordination and consultation with the WCA throughout the environmental process for the project. Specifically, Caltrans will require the project design team to coordinate with the WCA to locate property/properties to replace the land permanently used at Parque Dos Rios (1.68 acres under Alternative 5C). The replacement property/properties must provide land and facilities equal to or greater than the land and facilities used by the selected alternative. Key considerations in identifying replacement property/properties are (1) the acreage of the replacement property/properties compared to the acres used at Parque Dos Rios, (2) whether equivalent or better recreational functionality can be provided on the replacement property/properties, and (3) whether and what connections can be provided to other recreational resources from the replacement property/properties, notably the Los Angeles River Trail and the remaining portion of Parque Dos Rios.
- PR-4 Identification of Potential Replacement Property/Properties for Parque Dos Rios under Alternative 7.** Caltrans will require the project design team to identify potential replacement property for the land used from Parque Dos Rios by Alternative 7, based on continued coordination and consultation with the WCA throughout the environmental process for the project. Specifically, Caltrans will require the project design team to coordinate with the WCA to locate property/properties to replace the land permanently used at Parque Dos Rios (the entire 8.6-acre park under Alternative 7 because of the limited functionality and accessibility of the remnant parcel outside the alternative footprint). The replacement property/properties must provide land and facilities equal to or greater than the land and facilities used by the selected alternative. Key considerations in identifying replacement property/properties are (1) the acreage of the replacement property/properties compared to the acres used at Parque Dos Rios, (2) whether equivalent or better recreational functionality can be provided on the replacement property/properties, and (3) whether and what connections can be provided to other recreational resources from the replacement property/properties, notably the Los Angeles River Trail.
- PR-5 Conceptual Site Plans for Potential Replacement Property/Properties for Parque Dos Rios under Alternative 5C and Alternative 7.** Caltrans will require the project design team to develop conceptual site plans for the potential replacement property/properties, in consultation with the WCA, to

ensure that the replacement property/properties and facilities are equivalent to or greater than the land and facilities used at Parque Dos Rios by the selected alternative. Those preliminary plans will identify the following:

- The recreation amenities and landscaping/native plant materials to be provided on the replacement property/properties.
- The connections that will be provided between the replacement property/properties and other recreational resources

**PR-6 Acquisition of Replacement Property/Properties for Parque Dos Rios under Alternative 5C and Alternative 7.** Based on agreement with the WCA on the selected replacement property/properties, Caltrans will require its Division of Right of Way and Land Surveys to acquire those selected property/properties.

**PR-7 Final Site Plan and Plan Installation for Parque Dos Rios under Alternative 5C and Alternative 7.** Caltrans will require the project design team to coordinate with the WCA on the development of the final site plan for the replacement property/properties and on the selection of a contractor to install the recreation facilities and landscaping/native plants as shown on that final site plan.

**PR-8 Transfer of Property Ownership for Parque Dos Rios under Alternative 5C and Alternative 7.** On the completion of the installation of the recreation facilities and landscaping/native plants, and on acceptance of those improvements by the WCA, Caltrans will require its Division of Right of Way and Land Surveys to deed the replacement property/properties to the WCA for recreation uses in perpetuity.

### 4.4 Coordination for Parque Dos Rios

As discussed in Section 7.0 below (Letters and Other Correspondence), consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC), the agency that owns and will operate Parque Dos Rios through the WCA, a joint powers entity of the RMC and the Los Angeles County Flood Control District.

The relevant information from this report has been provided to this agency during the consultation process with Caltrans to confirm that all reasonable measures to minimize harm to that property have been considered.

**4.5 Least Harm Analysis and Concluding Statement for Parque Do Rios**

Based on the above considerations, there are no feasible and prudent alternatives that would avoid the use of Parque Dos Rios. Measures will be implemented to minimize harm to this property. However, after implementation of mitigation measures, the build alternatives would adversely affect the activities, features, and attributes of the 4(f) resource. The proposed action includes all possible planning to minimize harm to Parque Dos Rios. After circulation of the Draft Section 4(f) Evaluation and further coordination with the official with jurisdiction, analysis will be conducted to determine which build alternative results in the least overall harm.

### 5.0 SECTION 4(F) *DE MINIMIS* DETERMINATIONS

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

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

#### 5.1 Parque Dos Rios

Alternative 5C would require 0.26 acre on the west side of Parque Dos Rios for a TCE during project construction; and Alternative 7 would require 0.41 acre on both the west and east sides of Parque Dos Rios for a TCE. However, because Alternative 7 would result in the permanent use of the entire park, there would be no temporary occupancy of the park under this alternative.

The park would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a permanent basis; however, there may be some interference with the protected activities, features, or attributes on a temporary basis during construction. The area used for the TCE would be returned to the WCA in a condition which is at least as good as that which existed prior to the project.

With implementation of mitigation measures, Alternative 5C would not adversely affect the activities, features, and attributes of the portion of the 4(f) resource to be used for a TCE. Therefore, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on the portion of this property to be used for a TCE.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with the WCA, the agency which owns and operates Parque Dos Rios.

## 5.0 Section 4(f) *De Minimis* Determinations

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The relevant information from this report has been provided to this agency during the consultation process with Caltrans to determine use and ensure that all reasonable measures to minimize harm to the Section 4(f) property have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the portion of Parque Dos Rios to be used as a TCE under Alternative 5C, Caltrans has sought written concurrence from this agency that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

The following measure will be implemented to minimize harm to the portion of the property that will be used as a TCE:

**PR-9 Temporary Construction Easement at Parque Dos Rios.** At the completion of construction activities that use the TCEs at Parque Dos Rios, Caltrans will require the construction contractor to return the area occupied by that TCE to a condition as good as or better than prior to its use for the TCE. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the WCA, and the construction contractor and will be coordinated with the plan for the remaining portion of the park, as described in Measure PR-3, above.

### 5.2 Cesar E. Chavez Park and Drake/Chavez Greenbelt

Cesar E. Chavez Park is a publicly owned public park located at 401 North Golden Avenue to the east of the Los Angeles River in the City of Long Beach, and is subject to protection under the requirements of Section 4(f). The existing park is comprised of six discontinuous parcels separated by streets crossing the park, including West Shoreline Drive, Broadway, and 3rd Street. The southernmost parcel in Cesar E. Chavez Park includes Santa Cruz Park, which is a 0.92-acre green space with trees and benches adjacent to Ocean Boulevard. The Golden Shore Marine Biological Reserve Park is located further south of Cesar E. Chavez Park.

Pedestrian and vehicle access for Cesar E. Chavez Park is available to the western portion of the park from North Golden Avenue, 6th Street, and 3rd Street. However, there is no access to the eastern portion of the park because those parcels are bounded by a major street, West Shoreline Drive, which currently does not provide opportunities for vehicular or pedestrian access to that portion of the park.

There are two half-court basketball courts in the northwest corner of Cesar E. Chavez Park, to the west of Cesar Chavez Elementary School. Through a joint use agreement between the Long Beach Unified School District and Long Beach Department of Parks, Recreation and Marine, the basketball courts are available for use by the students during school hours. The basketball courts are available to members of the general

## 5.0 Section 4(f) *De Minimis* Determinations

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public during after school hours. The sidewalk from 3<sup>rd</sup> Street south that turns west into the park provides access to the basketball courts for both students and park visitors.

The City of Long Beach is conducting the planning process for the Drake/Chavez Greenbelt project. The Draft Master Plan for the approximately 50-acre proposed greenbelt shows extensive proposed connections among existing Cesar E. Chavez Park, the Los Angeles River Trail, Drake Park, and Loma Vista Park, in addition to a wide range of recreation and other public amenities within the park.

As shown on **Figure 5-1**, Alternative 5C and Alternative 7 would result in the permanent incorporation of 2.90 acres of land from Cesar E. Chavez Park into the transportation facility. However, under the build alternatives, existing Shoreline Drive would be consolidated into one corridor and shifted to the west side of this park. The existing road for Shoreline Drive would be removed, and that land would be integrated into the park, resulting in a net increase of 2.99 acres in available park area. Therefore, implementation of the build alternatives would result in a larger, more functional park with a total of 28.38 acres of park area. Because the build alternatives would result in a net increase of park area, the use of the property is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

Under Alternative 5C and Alternative 7, the removal of the basketball courts west of Cesar E. Chavez Elementary School would be required. However, the basketball courts would be replaced following construction to ensure that the activities, functions, and features of the park would not be adversely affected.

Review of aerial photographs of the part of Cesar E. Chavez Park west of Cesar E. Chavez Elementary School clearly shows that a large part of the area bounded by North Golden Avenue, 3<sup>rd</sup> Street, Shoreline Drive, and Broadway is an open, grassy, turf area. The City of Long Beach has the goal that the relocation of the basketball courts not affect the turf area used as a playground by the school. Review of the aerial photograph shows that areas in the westernmost part of that block, west of the sidewalk, may be large enough to accommodate the relocated basketball courts without substantively affecting the turf play area used by the school.

Alternatively, the northernmost part of the block, north of the sidewalk, could accommodate the relocated basketball courts without affecting the large turf area south of the sidewalk and west of the school. Therefore, the removal and replacement of the basketball courts is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).



**FIGURE 5-1. PERMANENT USE OF LAND AT CESAR E. CHAVEZ PARK  
ALTERNATIVE 5C AND ALTERNATIVE 7  
I-710 Corridor**

## 5.0 Section 4(f) *De Minimis* Determinations

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Alternative 5C and Alternative 7 would require permanent incorporation of a portion (approximately 3.77 acres) of the planned linkage between Drake Park and Cesar E. Chavez Park. While this portion of the Drake/Chavez Greenbelt would be incorporated into the project, the majority of land in the Draft Master Plan is outside of the limits of the project (approximately 46.23 acres would remain after project implementation). Furthermore, the proposed structures on the property are aerial structures that would not affect the continuity of the planned linkage. Therefore, the use of a portion of the property is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

A TCE of approximately 21.9 acres in Cesar E. Chavez Park would be required during construction of Alternative 5C and Alternative 7 (only 19 acres would be exclusively required for the TCE because 2.90 acres of the TCE area would be permanently incorporated). The TCE area includes a detour road of 0.41 acre, which would be graded and paved to allow temporary access during construction of realigned Broadway. In addition, portions of Cesar E. Chavez Park may be temporarily closed to public access to protect the safety of park users and project construction workers. The closed areas would not be used for any construction activities and would be returned to public use in the same or incorporate enhancements from the original design as when the areas were closed off to public access. A TCE of approximately 3.26 acres on the Drake/Chavez Greenbelt would also be required during construction of Alternative 5C and Alternative 7.

The park and greenbelt would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. The use of approximately 19 acres in the southern part of Cesar E. Chavez Park for a TCE during construction of Alternatives 5C and 7 will likely result in the removal of all or nearly all of the existing vegetation on that parcel, including mature trees and shrubs, and grass. Caltrans policy and practice are to return all areas disturbed temporarily during construction, including areas used for TCEs, to a condition as good as or better than prior to the temporary disturbance of those areas. Therefore, the construction activities in the TCE would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis.

Restoration of the area used for the TCE will be conducted in consultation with the City of Long Beach to ensure that the condition of that area is as good as or better than before it was used for the TCE. That restoration will include the provision of trees, shrubs, grass, and other plant materials as identified by Caltrans and the City. Therefore, the use of a portion of the property for a TCE is not expected to adversely

## 5.0 Section 4(f) *De Minimis* Determinations

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affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on this property.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with the City of Long Beach, the agency that owns and operates Cesar E. Chavez Park and the Drake/Chavez Greenbelt, and the Long Beach Unified School District because of its joint use agreement to use the basketball courts in Cesar E. Chavez Park during school hours.

The relevant information from this report has been provided to these agencies during the consultation process with Caltrans to determine use and ensure that all reasonable measures to minimize harm to Section 4(f) properties have been considered. In addition, because Caltrans intends to make *de minimis* determinations for Cesar E. Chavez Park and the Drake/Chavez Greenbelt, Caltrans has sought written concurrence from these agencies that the project would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f).

The following measures will be implemented to minimize harm to this property:

- PR-10 Design Refinements at Cesar E. Chavez Park.** If a Build Alternative is selected, Caltrans will continue to identify and incorporate design refinements to avoid or minimize the permanent incorporation of, permanent easements at, and/or temporary use of land from, Cesar E. Chavez Park in the final design of the build alternatives.
- PR-11 Future Boundaries and Improvements at Cesar E. Chavez Park.** During final design, Caltrans will request that the City of Long Beach define the final boundaries of Cesar E. Chavez Park that will be the basis for the transfer of land from the public street right-of-way for Shoreline Drive through Cesar E. Chavez Park (currently owned by the City of Long Beach) to within the boundary of the park. This shall be an internal transfer within the City of Long Beach, as the City currently owns the land for both Shoreline Drive and Cesar E. Chavez Park.

## 5.0 Section 4(f) *De Minimis* Determinations

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After the City has identified the new boundaries of the park, including the consolidation of the six discontinuous parcels into three larger parcels, Caltrans will coordinate with the City of Long Beach to:

- Identify park improvements for the new areas added to the park, including removal of pavement and other materials from Shoreline Drive, the landscaping of those areas, and the provision of sidewalks and bicycle paths, as appropriate, connecting the consolidated parcels;
- Develop a landscaping plan and bicycle path plan for the area over the 3rd Street depressed cross section;
- Develop a plan for public access to the northwest portion of the park for passive activities such as wildlife viewing and walking.
- Develop the plan for replacing the basketball courts in the portion of the park west of Cesar E. Chavez Elementary School.

**PR-12 Replacement of Basketball Courts at Cesar E. Chavez Park.** Caltrans will coordinate with the City of Long Beach on the replacement of the basketball courts that will be removed by the build alternatives in a location accessible to Cesar E. Chavez Elementary School and park visitors. Because the basketball courts are in the area used by the school, the replacement courts will be constructed no later than three months after closure of the existing courts.

**PR-13 Temporary Closures of Portions of Cesar E. Chavez Park.** Caltrans will require the construction contractor to identify all proposed closures of areas within Cesar E. Chavez Park (including streets), no less than 90 days prior to when each closure would begin.

No less than 90 days prior to when a closure would begin, Caltrans will require the project construction contractor to provide the following to the City of Long Beach Parks, Recreation and Marine Department:

- A map of each proposed closure, clearly showing each park area proposed to be closed temporarily, including identification of any street closures.
- A plan for providing signage and notifications through other public information outlets to inform the public and park visitors of upcoming closures of areas within the park.
- Estimate of the duration of each closure.

## 5.0 Section 4(f) *De Minimis* Determinations

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- Identification of alternative vehicle and trail routes to/through and/or around the park, as appropriate.
- Identification of park features that would be unavailable to the public during the closure.

Caltrans will require the construction contractor to obtain written approval from the City of Long Beach for each proposed closure no less than 45 days prior to when the closure would begin.

Caltrans will require the construction contractor to provide an information telephone number that park visitors can use to contact the construction contractor for more information regarding individual closures. The construction contractor may also provide an information website. The contact number and website information are to be provided at the construction site, at/around each closed area, and on information signs discussing the individual closures. The construction contractor will also be required to provide this information to the City of Long Beach Parks, Recreation and Marine Department.

Caltrans will require the construction contractor to return areas of the park closed temporarily during construction to their original, or better, conditions after completion of construction, and those temporarily closed areas will be returned to the City.

**PR-14 Temporary Construction Easement at Cesar E. Chavez Park.** At the completion of construction using the TCE at Cesar E. Chavez Park, Caltrans will require the construction contractor or will compensate the City to return the area occupied by that TCE to its original condition.

**PR-15 Temporary Closure for Detour Road in Cesar E. Chavez Park.** When the temporary detour road in Cesar E. Chavez Park is no longer needed, Caltrans will require the construction contractor or compensate the City to remove the road materials and return the area occupied by the temporary detour road to its original condition and/or incorporate enhancements to the road.

### 5.3 Bandini Park/Batres Community Center

Bandini Park/Batres Community Center is a publicly owned public park located at 4725 Astor Street in the City of Commerce, and is subject to protection under the requirements of Section 4(f). Alternative 5C and Alternative 7 would include an elevated structure that would pass over the northwest corner of Bandini Park. Therefore, Caltrans would require a 0.10-acre permanent aerial easement at this park for the land area

## 5.0 Section 4(f) *De Minimis* Determinations

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under that elevated structure to allow for access, inspections, maintenance, and other purposes.

A publicly owned park, recreational area or wildlife or waterfowl refuge must be a significant resource for Section 4(f) to apply (see 23 CFR 774.11(c) and FHWA Policy Paper, Section 3.1, Question 1A). Resources which meet the definitions above are presumed to be significant unless the official with jurisdiction over the site concludes that the entire site is not significant. Even though the area that will be subject to the aerial easement does not have any recreational uses, the park and community center are significant recreational resources and therefore Section 4(f) applies.

The area in the park under the elevated structure is currently concrete and does not contain any recreational resources. Because the area under the elevated structure would be within the aerial easement, the City of Commerce would be limited regarding possible future uses of the area. A maintenance and access agreement between Caltrans and the City of Commerce would be required for the aerial easement, and that agreement would detail the park functions and activities that the City could place in that area. For example, permanent structures would likely not be allowable, but movable amenities, such as picnic tables and benches, could be allowed in that area. Because the area is not currently used for any recreation activities, the use of the property is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

During construction of Alternatives 5C and 7, approximately 0.11 acres of land along the west perimeter of the park would be required for a TCE. This portion of the park would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. The construction activities in the TCE would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis. The area used for the TCE would be returned to the City of Commerce in a condition which is at least as good as that which existed prior to the project. Therefore, the use of a portion of the property for a TCE is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

In addition to the TCE, a portion of the park under the elevated freeway structure would be temporarily closed to public access to protect the safety of park users and project construction workers. The closed area would be returned to public use in its original condition and/or may include enhancements to the park. Therefore, this temporary closure of a portion of the property is not expected to adversely affect the activities, features, and attributes that qualify this park for protection under Section 4(f).

## 5.0 Section 4(f) *De Minimis* Determinations

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With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on this property.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with the City of Commerce, the agency which owns and operates Bandini Park/Batres Community Center.

The relevant information from this report has been provided to this agency during the consultation process with Caltrans to determine use and ensure that all reasonable measures to minimize harm to the Section 4(f) property have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the Bandini Park/Batres Community Center, Caltrans has sought written concurrence from this agency that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

The following measures will be implemented to minimize harm to this property:

**PR-16 Permanent Access to the Easement Area at Bandini Park.** Caltrans will coordinate with the City of Commerce to identify Caltrans' need for permanent access to the easement area to access the elevated freeway structure for inspections, repairs, maintenance, and other activities. In addition, Caltrans and the city will coordinate to identify possible park uses that could be developed within the permanent easement area, in the event the City wishes to use some or all of the easement area for future recreation uses. Any such uses would not be allowed to conflict with Caltrans' need to access the elevated freeway structure. The easement agreement between Caltrans and the City of Commerce will specify how Caltrans and the City will restrict public access to the easement area during periods when Caltrans is using the easement area (temporary fencing, signing, etc.). The agreement for the easement will specify that Caltrans' access to the easement area will be from the adjacent state highway right-of-way and not through the park, unless approved in writing by the City of Commerce prior to any access through the park.

### 5.4 Los Angeles River and Rio Hondo Trails

The Los Angeles River and Rio Hondo Trails are multiuse bike trails that together are referred to as the LARIO Trail. The paved trails are in right-of-way that is separate from

## 5.0 Section 4(f) *De Minimis* Determinations

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any roads. The trails are publicly owned lands used for recreation purposes, and are subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would require short-term, temporary closures of trail crossings at I-710 and local streets during construction. There are numerous trail crossings in the study area, starting from East Ocean Boulevard in the south to Slauson Avenue in the north, and the temporary closures would occur along several local streets in between these southern and northern limits. These closures would be temporary and may range from a few days to several months in duration, depending on the project construction activities at a given trail crossing. Alternative/detour routes for the trails would be provided whenever a closure is needed.

The segments of the Los Angeles River and the Rio Hondo Trails at the affected crossings of I-710 and the local streets would be returned to their original condition and/or incorporate enhancements at the completion of construction, and would be reopened to public use. Because impacts on the trails would be temporary and detours would be provided, the uses of the properties are not expected to adversely affect the activities, features, and attributes that qualify the trails for protection under Section 4(f).

With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on the properties.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with the Los Angeles County Department of Public Works (LACDPW) and the Los Angeles County Parks and Recreation Department, the agencies which own and operate the Los Angeles River and Rio Hondo Trails.

The relevant information from this report has been provided to these agencies during the consultation process with Caltrans to determine use and ensure that all reasonable measures to minimize harm to the Section 4(f) properties have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the Los Angeles River and Rio Hondo Trails, Caltrans has sought written concurrence from these agencies that the project would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f).

The following measures will be implemented to minimize harm to the properties:

**PR-17 Development of Closures of the Los Angeles River and Rio Hondo Trails.** Prior to any temporary closures of the Los Angeles River Trail and/or the Rio Hondo Trail, Caltrans will require the construction contractor

to meet with LACDPW to review the location and need for each closure. Detours for each closure will be developed in consultation with the LACDPW.

- PR-18 Signing for Detours of the Los Angeles River and Rio Hondo Trails.** Caltrans will require the construction contractor to develop signs directing trail users to alternative routes in consultation with LACDPW and the local jurisdictions through which detours would be routed. Appropriate directional and informational signage will be provided by the construction contractor prior to each closure and far enough away from the closure, so that trail users will not have to backtrack to get to the detour route.
- PR-19 Contact Information during Closures and Detours of the Los Angeles and Rio Hondo Trails.** Caltrans will require the construction contractor to provide a contact number and other information to trail users to contact the construction contractor regarding upcoming or active trail closures. The construction contractor will also be required to provide that information to the LACDPW and the City Public Works Departments in the jurisdictions where the closures/detours are located.
- PR-20 Restoration of Closed Areas on the Los Angeles and Rio Hondo Trails.** Caltrans will require the construction contractor to return trail segments closed temporarily during construction to the LACDPW in their original, or better, condition after completion of construction, and the ownership of those temporarily closed areas will remain with the original owner (the LACDPW).

### 5.5 Dominguez Gap and DeForest Treatment Wetlands

The Dominguez Gap and DeForest Treatment Wetlands are a publicly owned multipurpose wetland area in the City of Long Beach adjacent to the Los Angeles River, and are subject to protection under the requirements of Section 4(f). The wetland area includes basins that provide for wildlife habitat, water quality improvement, groundwater recharge, passive recreation, and education.

Two basins, the DeForest Market Street Basin and the West Basin, are within the study area. Recreational amenities at the DeForest Market Street Basin include trails with interpretative and orientation signage around the perimeter of the basin. Recreational amenities at the West Basin include the West Basin Trail, which is intended primarily for birdwatchers and is also located around the perimeter of the basin.

As shown on Figure 5-2, Alternative 7 would require the removal of the entire West Basin (13.3 acres). However, only 5.4 acres along the western edge of the existing

## **5.0 Section 4(f) *De Minimis* Determinations**

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basin would be permanently incorporated into the transportation facility, and the remaining 7.9 acres would be restored as a basin in the same location following construction. The temporary removal and restoration of this 7.9-acre area would constitute a temporary occupancy.



**FIGURE 5-2. Impacts on the Dominguez Gap Wetlands, West Basin (ALTERNATIVE 7) I-710 Corridor Project**

## 5.0 Section 4(f) *De Minimis* Determinations

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An additional 1.64 acres outside of the existing basin would also be added to the restored basin area, for a total basin area of 9.54 acres. Therefore, Alternative 7 would result in an overall net loss of 3.76 acres of the existing basin area. Recreational trails around the basin would be restored following construction.

While the basin would be reduced in size from 13.3 acres to 9.54 acres, the new basin would serve a similar function as the existing basin, and recreational activities would still be available on the property. Temporary closures of the recreational trails around the basin would be required during construction. However, because the recreational trails around the basin would be restored following construction, the use of approximately 5.4 acres of the property is not expected to adversely affect the activities, features, and attributes that qualify the trails for protection under Section 4(f).

Alternative 5C and Alternative 7 would require the construction of a wider bridge over the DeForest Market Street Basin at North Long Beach Boulevard, requiring an expanded bridge and aerial easement that is 0.95 acre wider than the existing bridge and easement. The proposed bridge and aerial easement would not be substantially wider than the existing bridge and easement, and would therefore not be expected to result in substantial visual impacts. The wider aerial easement would not interfere with any of the activities, features, or attributes of any recreational activities beneath the bridge, and would not result in any proximity impacts that would substantially impair the resource. Therefore, the wider aerial easement does not constitute a use under Section 4(f).

Alternative 5C and Alternative 7 would require 0.95 acre of the DeForest Market Street Basin for a TCE during project construction. The TCE area would be required to construct the wider bridge over the basin at North Long Beach Boulevard, and to restore a maintenance access road to Del Amo Boulevard. The basin would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, light grading, and other similar activities. The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis. The area used for the TCE would be returned to the LACDPW in a condition which is at least as good as that which existed prior to the project. Because impacts in the basin would be temporary, the use of the property is not expected to adversely affect the activities, features, and attributes that qualify the basin for protection under Section 4(f).

With implementation of mitigation measures, the build alternatives would not adversely affect the activities, features, and attributes of the 4(f) resource. Therefore, Caltrans has preliminarily determined that the project would result in a *de minimis* impact on the property.

## 5.0 Section 4(f) *De Minimis* Determinations

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Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with the LACDPW, the agency which owns and operates the Dominguez Gap and DeForest Treatment Wetlands.

The relevant information from this report has been provided to this agency during the consultation process with Caltrans to determine use and ensure that all reasonable measures to minimize harm to the Section 4(f) property have been considered. In addition, because Caltrans intends to make a *de minimis* determination for the Dominguez Gap and DeForest Treatment Wetlands, Caltrans has sought written concurrence from this agency that the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

The following measure will be implemented to minimize harm to the properties:

**PR-21 Temporary Construction Activities on the Dominguez Gap and DeForest Treatment Wetlands.** At the completion of construction activities on the Dominguez Gap and DeForest Treatment Wetlands, Caltrans will require the construction contractor to return the area occupied by the construction activities to a condition as good as or better than prior to its use for construction. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the LACDPW, and the construction contractor.

### 5.6 Union Pacific Railroad Rail Lines

The C-Los Angeles-A1 Railroad Segment (UP Railroad/SP Railroad, 19-186110/P-30-176630) in the City of South Gate, and the C-Los Angeles-A1 Railroad Segment (UP Railroad/SP Railroad, 19-186112) in the City of Commerce are within the APE and are eligible for the National Register. Therefore, these properties are subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would require the minor realignment of one segment of the rail lines (UP Railroad/SP Railroad, 19-186110/P-30-176630) to accommodate lane additions and the modified freeway realignment. The minor realignment of the tracks along this segment would be implemented by the UPRR Company, would occur entirely within UPRR right-of-way, would not result in any change in the number of tracks at this location, and would not result in any modifications to the use of those tracks for rail operations. Therefore, this segment of the rail lines would continue to be eligible for the National Register.

The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO is anticipated.

## 5.0 Section 4(f) *De Minimis* Determinations

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Therefore, Caltrans has made a preliminary *de minimis* determination for the project effects related to the permanent acquisition of land from the Union Pacific Railroad Line. Section 106 and *de minimis* documentation will be sent to SHPO. Written notification will be provided to SHPO that a non-response for the purposes of a “no adverse effect” determination will be treated as the written concurrence for a *de minimis* finding.

### 5.7 Boulder Dam-Los Angeles Transmission Lines

Segments of the Boulder Dam-Los Angeles Transmission Lines (two parallel electrical transmission circuits carried on steel lattice towers) cross over I-710 in the Study Area. The transmission lines were constructed in 1935-1936 and were found to be eligible for the National Register in 2000 under Criteria A and C. Therefore, the property is subject to protection under the requirements of Section 4(f).

Alternative 5C would not result in a use of the Boulder Dam-Los Angeles Transmission Lines. However, under Alternative 7, permanent changes at the transmission lines would be required. The transmission lines would need to be raised 55 feet to provide the required 30-foot vertical clearance between the highest freeway component (the freight corridor) and the transmission lines. These changes would require modifying one tower on each side of I-710, or replacing the towers with new towers that would be a sufficient height to provide the required clearance between the freeway facility and the transmission lines.

The modified or new towers would be entirely within existing City of Los Angeles rights-of-way, and the design and implementation of the modified or new towers would be conducted entirely by LADWP. The modifications to the existing towers, or construction of new towers, would not result in any change in the number of transmission lines. The proposed modifications are similar to other structural modifications and replacements previously made along these lines to allow for safe operation of the transmission lines. Therefore, the proposed changes to the transmission lines and towers under Alternative 7 would not substantively affect the resource, and would not reduce the integrity of the historic property to a degree where the property would no longer be eligible for the National Register.

The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO is anticipated. Therefore, Caltrans has made a preliminary *de minimis* determination for the project effects related to the permanent acquisition of land from the Boulder Dam-Los Angeles Transmission Lines. Section 106 and *de minimis* documentation will be sent to SHPO. Written notification will be provided to SHPO that a non-response for the purposes of a “no adverse effect” determination will be treated as the written concurrence for a *de minimis* finding.

### 5.8 Dale's Donuts

Dale's Donuts, at 4502 Alondra Boulevard in the City of Compton (Assessor's Parcel Number (APN) 7301-001-001), is in the APE for the I-710 Corridor Project and is eligible for the National Register and California Register of Historical Resources (California Register). Therefore, the property is subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would result in the permanent incorporation of 0.01 acre of land from the property occupied by Dale's Donuts into the transportation facility. The 0.01 acre of land is required to provide additional intersection turn lanes. The land needed for the build alternatives includes a curb and some parking, but does not affect the structure, which is the feature of this property that qualifies it for the National Register.

The build alternatives would have no adverse effects on this historic resource under Section 106 of the NHPA, and written concurrence from SHPO is anticipated. Therefore, Caltrans has made a preliminary *de minimis* determination for the project effects related to the permanent acquisition of land from Dale's Donuts. Section 106 and *de minimis* documentation will be sent to SHPO. Written notification will be provided to SHPO that a non-response for the purposes of a "no adverse effect" determination will be treated as the written concurrence for a *de minimis* finding.

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## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

### 6.0 RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F)

In addition to the Section 4(f) properties described earlier in this Section 4(f) and 6(f) Evaluation, other resources in the Interstate 710 (I-710) Corridor Project Study Area (Study Area) were evaluated and determined to be either privately owned or not used by the build alternatives.

#### 6.1 Temporary Occupancy Exceptions

The following resources would require TCEs during construction of the build alternatives. However, for the purposes of Section 4(f), these types of temporary occupancies would not constitute a use if five conditions listed in 23 CFR 774.13(d) would be met. Those conditions would be met for the proposed TCEs on the properties.

##### 6.1.1 Wrigley Greenbelt

Wrigley Greenbelt is 9.8 acres of open space consisting of walking and bicycle trails through landscaped areas. The greenbelt is publicly owned land used for recreation purposes, and is subject to protection under the requirements of Section 4(f).

Alternative 5C would require a TCE of 1.23 acre on the Wrigley Greenbelt at West Wardlow Road, 29<sup>th</sup> Street, and 27<sup>th</sup> Street during construction; and Alternative 7 would require a TCE on 0.75 acre in these same locations during construction. Alternative 5C also includes adding a graded path within the greenbelt at Spring Street to connect to a pedestrian/bicycle overcrossing. Under Alternative 5C, the pedestrian/bicycle connection would be an enhancement to the Wrigley Greenbelt. In addition, because the graded path would be used for recreation purposes and not transportation purposes, no portion of the greenbelt would be permanently incorporated into the transportation facility.

For the purposes of Section 4(f), this type of temporary occupancy would not constitute a use if five conditions listed in 23 CFR 774.13(d) would be met. Those conditions would be met for the proposed TCE on Wrigley Greenbelt during construction of the build alternatives, as follows:

- The duration of construction in the area of the TCE in the greenbelt is temporary (a maximum of two years) and would be less than the total time needed to construct the entire project (approximately 10 years or more). There would be no change in the ownership of the land in the area of the greenbelt used as a TCE during construction of the build alternatives.
- The scope of work in the portion of the greenbelt used as the TCE would be minor. The greenbelt would be used for construction staging, materials storage, parking of

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

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construction equipment and worker vehicles, and other similar activities. No grading or other substantial construction activities would take place in the portion of the greenbelt to be used for the TCE.

- The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the greenbelt on a temporary or permanent basis. Detours would be provided around the TCE areas to ensure that connectivity along the greenbelt is not substantially affected. Because the greenbelt is used for active recreation (biking and walking), recreational users would only experience temporary construction impacts, such as visual, noise, or air impacts, for a limited duration as they are passing near the construction areas. Recreational uses along the 8.57 acres of the greenbelt outside the TCE area would continue to be available during construction.
- The area used for the TCE would be fully restored and returned to the Long Beach Department of Parks, Recreation and Marine in a condition which is at least as good as that which existed prior to the project.
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions. It is anticipated that, as part of Caltrans consultation with the Long Beach Department of Parks, Recreation and Marine, this agency would agree to the use of a portion of the park for a TCE during construction of the build alternatives.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with City of Long Beach Parks, Recreation, and Marine, the agency which owns and operates Wrigley Greenbelt. The relevant information from this report has been provided to this agency during the consultation process with Caltrans for their review of, and concurrence with, the applicability of the exception for temporary occupancies in 23 CFR 774.13 (d).

### **6.1.2 Coolidge Park**

Coolidge Park is a 6.1-acre park and contains facilities that include a baseball field, basketball courts, staff office, spray pool, and a picnic area. The park is publicly owned land used for recreation purposes, and is subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would require a TCE of 0.60 acre along the eastern edge of on Coolidge Park. For the purposes of Section 4(f), this type of temporary occupancy would not constitute a use if five conditions listed in 23 CFR 774.13(d) would

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

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be met. Those conditions would be met for the proposed closures of the open space during construction of the build alternatives, as follows:

- The duration of construction in the area of the TCE in this park is temporary (a maximum of two years) and would be less than the total time needed to construct the entire project (approximately 10 years or more). There would be no change in the ownership of the land in the area of the park used as a TCE during construction of the build alternatives.
- The scope of work in the portion of the park used as the TCE would be minor. The park would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. No grading or other substantial construction activities would take place in the portion of the park to be used for the TCE.
- The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis. The TCE area would be located along the eastern edge of the park where there are no recreational facilities or amenities. Recreational uses in the 5.5 acres of the park outside the TCE area would continue to be available during construction.
- The area used for the TCE would be fully restored and returned to the Long Beach Department of Parks, Recreation and Marine in a condition which is at least as good as that which existed prior to the project.
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions. It is anticipated that, as part of Caltrans consultation with the Long Beach Department of Parks, Recreation and Marine, this agency would agree to the use of a portion of the park for a TCE during construction of the build alternatives.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with the Long Beach Department of Parks, Recreation and Marine, the agency which owns and operates Coolidge Park. The relevant information from this report will be provided to this agency during the consultation process with Caltrans for their review of, and concurrence with, the applicability of the exception for temporary occupancies in 23 CFR 774.13 (d).

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

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According to the RDEIR/SDEIS, because Coolidge Park is adjacent to the study area, indirect noise, visual, and air quality impacts at Coolidge Park could result from the build alternatives following construction (see RDEIR/SDEIS Section 3.14.4, Noise, Section 3.6.3, Visual, and Section 3.13.3, Air Quality). Coolidge Park is already located adjacent to the I-710 Corridor, and is primarily intended for active recreation (baseball field, courts, and pool).

The park does not include any amenities or features (such as wildlife habitat, a campground, or outdoor amphitheater) that would be considered highly sensitive to noise, visual, or air quality impacts. In addition, the park's hours are Monday through Friday, 12:00 to 6:00 p.m.; and Saturday, 12:00 to 4:00 p.m. Based on the nature of the amenities at the park (baseball field, basketball courts, spray pool), recreational users would most likely use the park for a limited time (e.g., a few hours during baseball or basketball events, or daytime hours only to use the spray pool or picnic facilities), and would not likely spend several hours from early morning to late evening at the park. Therefore, recreational users would have limited exposure to air quality, noise, and visual impacts, and these impacts would not prevent recreational users from enjoying the active recreation activities at the park.

Because the value of the park's recreational features would not be meaningfully reduced or lost as a result of the project, there would be no substantial impairment of the key activities, features, and attributes of the park, and no constructive use of Coolidge Park is expected to result from the project.

### **6.1.3 Los Cerritos Park**

Los Cerritos Park is a 7.24-acre park and contains facilities that include tennis courts, a playground, and a picnic area. The park is publicly owned land used for recreation purposes, and is subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would require a TCE of 0.06 acre along the western edge of the southern portion of the park. For the purposes of Section 4(f), this type of temporary occupancy would not constitute a use if five conditions listed in 23 CFR 774.13(d) would be met. Those conditions would be met for the proposed closures of the open space during construction of the build alternatives, as follows:

- The duration of construction in the area of the TCE in this park is temporary (a maximum of two years) and would be less than the total time needed to construct the entire project (approximately 10 years or more). There would be no change in the ownership of the land in the area of the park used as a TCE during construction of the build alternatives.
- The scope of work in the portion of the park used as the TCE would be minor. The park would be used for construction staging, materials storage, parking of

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

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construction equipment and worker vehicles, and other similar activities. No grading or other substantial construction activities would take place in the portion of the park to be used for the TCE.

- The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis. The TCE area would be located along the western edge of the southern portion of the park where there are no recreational facilities or amenities. Recreational uses in the 7.18 acres of the park outside the TCE area would continue to be available during construction. Therefore, the protected activities, features, or attributes of the park would not be substantially affected during construction.
- The area used for the TCE would be fully restored and returned to the Long Beach Department of Parks, Recreation and Marine in a condition which is at least as good as that which existed prior to the project.
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions. It is anticipated that, as part of Caltrans consultation with the Long Beach Department of Parks, Recreation and Marine, this agency would agree to the use of a portion of the park for a TCE during construction of the build alternatives.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with the Long Beach Department of Parks, Recreation and Marine, the agency which owns and operates Los Cerritos Park. The relevant information from this report has been provided to this agency during the consultation process with Caltrans for their review of, and concurrence with, the applicability of the exception for temporary occupancies in 23 CFR 774.13 (d).

### **6.1.4 Cressa Park**

Cressa Park is a 0.94-acre park and features native wildflowers and a walking trail. The park is publicly owned land used for recreation purposes, and is subject to protection under the requirements of Section 4(f).

Alternative 5C and Alternative 7 would require a TCE of 0.05 acre in the southern portion of Cressa Park. For the purposes of Section 4(f), this type of temporary occupancy would not constitute a use if five conditions listed in 23 CFR 774.13(d) would be met. Those conditions would be met for the proposed closures of the open space during construction of the build alternatives, as follows:

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

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- The duration of construction in the area of the TCE in this park is temporary (a maximum of two years) and would be less than the total time needed to construct the entire project (approximately 10 years or more). There would be no change in the ownership of the land in the area of the park used as a TCE during construction of the build alternatives.
- The scope of work in the portion of the park used as the TCE would be minor. The park would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. No grading or other substantial construction activities would take place in the portion of the park to be used for the TCE.
- The construction activities in the TCE area would not result in any permanent adverse physical impacts in that area and would not interfere with the protected activities, features, or attributes of that portion of the park on a temporary or permanent basis. The TCE area would be located in the southern portion of the park, and could require closure of a small portion of the walking trail in the southwestern corner of the park. However, recreational uses in the 0.89 acre of the park outside the TCE area would continue to be available during construction, and the majority of the walking trail would remain open. Therefore, the protected activities, features, or attributes of the park would not be substantially affected during construction.
- The area used for the TCE would be fully restored and returned to the Long Beach Department of Parks, Recreation and Marine in a condition as least as good as that which existed prior to the project.
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions. It is anticipated that, as part of Caltrans consultation with the Long Beach Department of Parks, Recreation and Marine, this agency would agree to the use of a portion of the park for a TCE during construction of the build alternatives.

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Therefore, Caltrans has initiated formal consultation with the Long Beach Department of Parks, Recreation and Marine, the agency which owns and operates Cressa Park. The relevant information from this report has been provided to this agency during the consultation process with Caltrans for their review of, and concurrence with, the applicability of the exception for temporary occupancies in 23 CFR 774.13 (d).

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## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

### 6.2 Other Section 4(f) Resources

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

The Study Area cities are shown on **Figure 2-1**. The resources listed in **Table 3**, **Table 4**, and **Table 5** were determined to not trigger protection under the requirements of Sections 4(f) and 6(f) as a result of the build alternatives. **Table 3**, **Table 4**, and **Table 5** are provided following the last page of this section.

**Table 3** lists resources that would qualify for protection under Section 4(f) within 0.5 mile of the proposed I-710 Corridor Project improvements. There is no permanent or use of these resources by the build alternatives, based on overlaying the project right-of-way limits and TCEs over the area within 0.5 mile of the project improvements.

The resources within 0.5 mile of the proposed I-710 Corridor Project improvements were evaluated to assess constructive use, and whether any project-related effects would result in proximity impacts after mitigation that would be so severe that the activities, features, and/or attributes that qualify those properties for protection under Section 4(f) would be substantially impaired. Substantial impairment occurs when the activities, features, and/or attributes of the property are substantially diminished resulting in the value of the resource in terms of its Section 4(f) significance being meaningfully reduced or lost.

Based on their closer proximity to the I-710 Corridor Project improvements, the following resources were specifically evaluated for constructive use, but no severe proximity impacts were identified in the RDEIR/SDEIS:

- **Drake/Chavez Soccer Fields and Greenbelt Project:** In April 2016, the City of Long Beach Council approved new soccer fields adjacent to Drake Park (Drake/Chavez Soccer Fields and Greenbelt Project). The proposed soccer fields are outside the limits for the project, and no activities, features, or attributes would be affected by the project. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the project. Visual, noise, and air quality impacts would not result in substantial impairment because no severe proximity impacts at the soccer fields/greenbelt are identified in the EIR/EIS.

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

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- **Oregon Park:** Oregon Park is a proposed park at the intersection of Oregon Avenue and Del Amo Boulevard in the City of Long Beach, and would include a soccer field, tot lot, and picnic area. The park has not yet been constructed. The park is outside the limits for the project, and no activities, features, or attributes would be affected by the project. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the project. Visual, noise, and air quality impacts would not result in substantial impairment because no severe proximity impacts at the park are identified in the EIR/EIS.
- **Baker Street Park:** Baker Street Park is an existing park at 676 Baker Street with a children's playground and picnic area. The park is outside the limits for the project, and no activities, features, or attributes would be affected by the project. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the project. Visual, noise, and air quality impacts would not result in substantial impairment because no severe proximity impacts at the park are identified in the EIR/EIS.
- **72<sup>nd</sup> Street Staging Area:** The 72<sup>nd</sup> Street Staging Area is a 3-acre arena and park with a corral pen and bleacher area. The park is outside the limits for the project, and no activities, features, or attributes would be affected by the project. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the project. Visual, noise, and air quality impacts would not result in substantial impairment because no severe proximity impacts at the staging area are identified in the EIR/EIS.
- **Dills Park:** The park is outside the limits for the project, and no activities, features, or attributes would be affected by the project. There would be no changes to accessibility, and there would be no impacts related to vegetation or wildlife, as no vegetation removal or habitat disturbance would result from the project. Visual and air quality impacts would not result in substantial impairment because no severe proximity impacts at the park are identified in the RDEIR/SDEIS. Indirect noise impacts would result from the project at Dills Park; however, the park is currently located adjacent to an existing transportation facility with existing traffic noise, which currently does not interfere with the activities, features, and attributes of the park. Additional indirect noise impacts from the project are not anticipated to result in substantial impairment of the park.

For the remaining resources in **Table 3**, a review of the technical analyses in the EIR/EIS did not identify any project-related proximity impacts that would be so severe

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

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after mitigation as to result in substantial impairment of the activities, features, and/or attributes that qualify the properties listed in **Table 3** for protection under Section 4(f). Because no severe proximity impacts have been identified in the EIR/EIS, it was determined that the build alternatives would not result in the constructive use of the resources listed in **Table 3**. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered by the build alternatives for the resources listed in **Table 3**.

**Table 4** lists resources that do not include any designated recreational resources, trails, or wildlife and wildfowl habitats, or are privately owned and operated. Therefore, they would not trigger the requirements for protection under Sections 4(f) and 6(f).

**Table 5** lists resources more than 0.5 mile from the proposed I-710 Corridor Project improvements. Based on their distances from the I-710 Corridor Project improvements, there is no permanent, temporary, or constructive use of these resources by the build alternatives. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered by the build alternatives for the resources listed in **Table 5**.

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 3: Resources Within 0.5 Mile of I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
<b>Resources in the City of Bell (refer to Figures 4.3-2 and 4.3-3 in the CIA for the locations of these resources)</b>
Debs Park
Rancho San Antonio Sports Plaza
Veteran's Park
Woodlawn Avenue Elementary School
<b>Resources in the City of Bell Gardens (refers to Figures 4.4-2 and 4.3-3 in the CIA for the locations of these resources)</b>
Bell Gardens Elementary School
Bell Gardens Intermediate School
Julia Russ Asmus Park
Marlow Park and Community Center
Youth Center
<b>Resources in the City of Carson (refer to Figures 4.6-2 and 4.6-3 in the CIA for the locations of these resources)</b>
Dominguez Community Center
Dominguez Elementary School
Dominguez Park
<b>Resources in the City of Commerce (refer to Figures 4.7-2 and 4.7-3 in the CIA for the locations of these resources)</b>
Bandini Elementary School
Bristow Park, Community Center, and Scout Hut
<b>Resources in the City of Compton (refer to Figures 4.8-2 and 4.8-3 in the CIA for the locations of these resources)</b>
Clinton Elementary School
Compton Community College
Compton Par 3 Golf Course
Dominguez High School
East Rancho Dominguez County Park (in an unincorporated pocket in the City)
Kelly Elementary School
Kelly Park and Community Center
Whaley Middle School
<b>Resources in the City of Cudahy (refer to Figures 4.9-2 and 4.9-3 in the CIA for the locations of these resources)</b>

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

<b>Resources in the I-710 Corridor Study Area</b>
Clara Park
Cudahy Park
Ellen Ochoa Learning Center
Park Avenue Elementary School
<b>Resources in the City of Long Beach (refer to Figures 4.13-4 to 4.13-10 in the CIA for the locations of these resources)</b>
14th Street Park
72nd Street Staging Area
Admiral Kidd Park
Alexander Hamilton Middle School
Alice M. Birney Elementary School
Baker Street Park
Burton W. Chace Park
Cesar E. Chavez Elementary School
Chavez Wetlands (planned)
Colin Powell Academy (elementary school)
Daisy Avenue Greenbelt
Daniel Webster Elementary School
David Starr Jordan High School
DeForest Nature Trail and DeForest Park
DeForest Wetlands (Riverlink Park destination site)
Dooley Elementary School
Dooley Global Studies Magnet School
Drake Park
George Washington Middle School
Golden Shore Marine Biological Reserve Park (bird and aquatic life sanctuary)
Golf Learning Center
Houghton Park
James A. Garfield Elementary School
Jane Addams Elementary School
John Muir Elementary School
Jordan 9 <sup>th</sup> Grade Academy
Juan Rodríguez Cabrillo High School
Lafayette Elementary School

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

<b>Resources in the I-710 Corridor Study Area</b>
Lincoln Park
Loma Vista Park
Los Cerritos Elementary School
Long Beach Aquarium
Long Beach School for Adults
Oregon Park
Perry Lindsey Middle School
Rainbow Harbor Esplanade
Rancho Los Cerritos (historic site with an adobe house and landscaped grounds)
Rancho Rio Verde Riding Club
Scherer Park/Arbor Street Park/North Police Station
Seaside Park (planned)
Shoreline Aquatic Park
Silverado Park
South Shore Launch Ramp
South Street Parkway
Tanaka Park
Thomas Starr King Elementary School
Thomas A. Edison Elementary School
Ulysses S. Grant Elementary School
Santa Cruz/Victory Park
Virginia Country Club
William Logan Stephens Middle School
Wrigley Heights No. 1 (Riverlink Park destination site)
Wrigley Heights No. 2 (Riverlink Park destination site)
<b>Resources in the Unincorporated Community of East Los Angeles (refer to Figure 4.14-2 in the CIA for the locations of these resources)</b>
Ford Boulevard Elementary School
Humphreys Avenue Elementary School
<b>Resources in the City of Lynwood (refer to Figures 4.15-2 and 4.15-3 in the CIA for the locations of these resources)</b>
Abbott Elementary School
Burke-Ham Park
Lugo Elementary School

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

<b>Resources in the I-710 Corridor Study Area</b>
Lynwood Adult Education
Lynwood Community Adult School
Vista Continuation High School
Will Rogers Elementary School
<b>Resources in the City of Maywood (refer to Figures 4.16-2 and 4.16-3 in the CIA for the locations of these resources)</b>
Heliotrope Avenue Elementary School
Maywood Elementary School
Maywood Park and Community Center
Maywood River Park
Pixley Park
<b>Resources in the City of Paramount (refer to Figures 4.17-2 and 4.17-3 in the CIA for the locations of these resources)</b>
Keppel Elementary School
Los Cerritos Elementary School
Orange Avenue Pool
Paramount Park
Ralph C. Dills Park
Spane Park and Community Center
<b>Resources in the City of South Gate (refer to Figures 4.19-2 and 4.19-3 in the CIA for the locations of these resources)</b>
Circle Park
Gardendale Tot Lot
Hollydale Elementary School
Hollydale Park
South Gate Municipal Golf Course
South Gate Park, Westside Community Resource Center, South Gate Girls Clubhouse, South Gate Sports Complex and Swim Stadium, and South Gate Senior Center
South Region High School No. 9 (planned)
Triangle Park
Tweedy Elementary School

Source: LSA Associates, Inc. (2016).

CIA = Community Impact Assessment

I-710 = Interstate 710

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 4: Other Resources Considered**

Resource	Why Resource Does not Trigger the Requirements for Protection Under Section 4(f)
Golden Shore Recreational Vehicle Park	This resource is privately owned and operated. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.
Compton Creek Channel	At its crossing of I-710, this channel does not include any designated wildlife habitat, recreation resources or trails. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.
Compton Hunting and Fishing Club	This resource is privately owned and operated. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.
Compton Homing Pigeon Club	This resource is privately owned and operated. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.

Source: LSA Associates, Inc. (2016).

I-710 = Interstate 710

TCE = temporary construction easement

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
<b>Resources in the City of Bell (refer to Figures 4.3-2 and 4.3-3 in the CIA for the locations of these resources)</b>
Camp Little Bear Park
Treder Park
Schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: three elementary schools, one high school, and two planned schools
<b>Resources in the City of Bell Gardens (refer to Figures 4.4-2 and 4.3-3 in the CIA for the locations of these resources)</b>
Bell Gardens Veterans Park
Darwell Park
Ford Park Golf Course (also known as the Bell Gardens Golf Course)
Gallant Park
Hannon Park
John Anson Ford Park and Community and Senior Center
Schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: three elementary schools, one intermediate school, one high school, and one adult school
<b>Resources in the City of Boyle Heights (refer to Figure 4.5-2 in the CIA for the locations of these resources)</b>

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
<b>resources)</b>
Boyle Heights Sports Center Park
Evergreen Recreation Center
Hollenbeck Park
Hostetter Playground
Pecan Recreation Center
Prospect Park
Ramon Garcia Recreation Center
State Street Recreation Center
Vest Post Park
Wabash Recreation Center
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: 16
<b>Resources in the City of Carson (refer to Figures 4.6-2 and 4.6-3 in the CIA for the locations of these resources)</b>
Anderson Park
Boxing Center
Calas Park
Carriage Crest Park
Carson Community Center
Carson Park
Del Amo Park
Dolphin Park
Friendship Mini Park
General Scott Park
Hemingway Park
Mills Park
Perry Street Mini Park
Stevenson Gym and Fitness
Stevenson Park
Veteran's Park and Sports Complex
Victoria Park
Walnut Park
Total schools in City more than 0.5 mile from the I-710 Corridor Project improvements: 19, plus one

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
California State University campus
<b>Resources in the City of Commerce (refer to Figures 4.7-2 and 4.7-3 in the CIA for the locations of these resources)</b>
Rosewood Park, Aquatorium, and Community Center
Veteran's Memorial Park, Community Center, and James W. Bristow Marksmanship Range
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: two
<b>Resources in the City of Compton (refer to Figures 4.8-2 and 4.8-3 in the CIA for the locations of these resources)</b>
Burrell McDonald Park and Community Center
Cesar E. Chavez Park
Dale's Donuts
Ellerman Park
Gonzales Park and Community Center
Lueders Park and Community Center
Raymond Street Park
Senior Center
Sibrie Park
South Park
Tragniew Park
Walter R. Tucker Park
Wilson Park and Community Center
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: 22 elementary schools, seven middle schools, two high schools, three alternative schools, and one adult school
<b>Resources in the City of Cudahy (refer to Figures 4.9-2 and 4.9-3 in the CIA for the locations of these resources)</b>
Lugo Park
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: one elementary school, one learning center, and one planned elementary school
<b>Resources in the City of Downey (refer to Figures 4.10-2 and 4.10-3 in the CIA for the locations of these resources)</b>
Apollo Park
Aquatic Center
Barbara J. Riley Community/Senior Center
Brookshire Children's Park

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
Crawford Park
Dennis the Menace Park
Downey Theatre
Furman Park and Community Center
Gary P. McCaughan Gymnasium
Golden Park and Community Center
Independence Park with Skate Park and Tennis Center
Los Amigos Country Club
Rio Hondo Golf Club
Rio San Gabriel Park
Temple Park
Treasure Island Park
Wilderness Park
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: 13 elementary schools, four middle schools, and three high schools
<b>Resources in the City of Huntington Park (refer to Figure 4.11-2 in the CIA for the locations of these resources)</b>
Chesley Park
Freedom Park
Huntington Park Community Center
Robert Keller Park
Salt Lake Park (includes Raul R. Perez Skate Park)
Senior Citizen Park
Westside Park
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: six elementary schools, one middle school, two high schools, one special education center, one planned elementary school, and one planned high school
<b>Resources in the City of Lakewood (refer to Figure 4.12-2 in the CIA for the locations of these resources)</b>
Biscailuz Park
Bloomfield Park
Burns Community Center
Candleverde Park
Cherry Cove Park

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
Jose Del Valle Park
Jose San Martin Park
Lakewood Country Club
Lakewood Equestrian Center
Mae Boyar Park
Mayfair Park
Monte Verde Park
Palms Park and Community Center
Rynerson Park
San Gabriel Trail
Simon Bolivar Park
West San Gabriel Trail
Weingart Senior Center
Total existing schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: 19
<b>Resources in the City of Long Beach (refer to Figures 4.13-4 to 4.13-10 in the CIA for the locations of these resources)</b>
Alamitos Bay Marina
Alamitos Park
Atlantic Plaza
Bayshore Playground, Handball, and Roller Hockey Rink
Belmont Veterans Memorial Pier
Belmont Plaza Pool
Billie Jean King Tennis Center
Birdcage Park
Bixby Park
Bixby Knolls
Officer Daryle W. Black Memorial Park
Blair Field
Bluff Park
Bouton Creek
Channel View
Cherry Park

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
Chittick Field Park
College Estates Park
Colorado Lagoon
Craftsman Village
Davenport Park
East Village Arts Park
El Dorado East Regional Park, Nature Center, Tennis Center, and Golf Course
El Dorado Park West
Fellowship Park
Freeman Community Center
Good Neighbor Park
Grace Park
Harry Bridges Memorial Park
Harvey Milk Promenade Park
Heartwell Park and Golf Course
Hudson Park
Jack Dunster Marine Biological Reserve
Jack Nichol Park
Jackson Park
La Bella Fountain
Leeway Sailing & Aquatics Center
Lilly Park
Livingston Drive Playground
Long Beach Municipal Cemetery
Long Beach Museum of Art
Long Beach Senior Center
Long Beach Shoreline Marina
Los Altos Park
Los Altos Plaza Park
Los Cerritos Park
MacArthur Park
Marine Stadium

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
Marine Park (Mother's Beach)
Marina Green
Marina Vista Park
Martin Luther King Jr. Park
McBride Park (Cal Rec Center)
Miracle on 4 <sup>th</sup> Street Park
Mossy Kent Park
Orizaba Park
Overlook Park (Naples Plaza)
Pan American Park
Pacific Electric Greenbelt
Peace Park
Pete Archer Rowing Center
Ramona Park
Rancho Los Alamitos
Recreation Park and 9-hole Golf Course
Rosa Parks Park
Rose Park
Rosie the Riveter Park
Rotary Centennial Park
Sleepy Hollow Greenbelt
Skylinks at Long Beach Golf Course
Somerset Park
Stearns Champions Park
The Colonnade
Treasure Island
Veterans Park
Wardlow Park
Whaley Park
Will Rogers Mini Park
Wrigley Village Community Garden

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
<b>Resources in the Unincorporated Community of East Los Angeles (refer to Figures 4.14-2 and 4.14-3 in the CIA for the locations of these resources)</b>
Atlantic Boulevard Park
Belvedere Park
City Terrace Park
Obregon Park
Salazar Park
Saybrook Park
Woods Avenue Park
Schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: 14 elementary schools, two middle schools, two high schools, and one planned school
<b>Resources in the City of Lynwood (refer to Figures 4.15-2 and 4.15-3 in the CIA for the locations of these resources)</b>
Carnation Park
Lynwood City Park
Lynwood Skate Park
Rose Park
Senior Center in the Civic Center
Total schools in the City greater than 0.5 mile from the I-710 improvements: eight elementary schools, three middle schools, and two high schools
<b>Resources in the City of Maywood (refer to Figures 4.16-2 and 4.16-3 in the CIA for the locations of these resources)</b>
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: two elementary schools and one high school
<b>Resources in the City of Paramount (refer to Figures 4.17-2 and 4.17-3 in the CIA for the locations of these resources)</b>
All American Park
Clearwater Building
Garfield Park
Paramount Community Center and Gym
Paramount Park
Paramount Pool
Pequenno Park
Village Park/Skate Park
Zamboni Middle School

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: seven elementary schools, three middle schools, two high schools, and one adult school
<b>Resources in the City of Signal Hill (refer to Figure 4.18-2 in the CIA for the locations of these resources)</b>
Calbrisas Park
Discovery Well Park
Hillbrook Park
Hilltop Park
Panorama Promenade
Raymond Arbor Park
Reservoir Park
Signal Hill Park and Community Center
Sunset View Park
Temple View Park
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: two elementary schools and one planned middle school
<b>Resources in the City of South Gate (refer to Figures 4.19-2 and 4.19-3 in the CIA for the locations of these resources)</b>
Cesar E. Chavez Park
Hollydale Community Park and Hollydale Community Resource Center
Imperial Equestrian Center
State Street Park
Stanford Avenue Park
Schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: one primary school, one adult school, ten elementary schools, two middle schools, three high schools, one International Studies Learning Center, and two planned schools.
<b>Resource in the City of Vernon (refer to Figures 4.20-2 and 4.20-3 in the CIA for the location of this resource)</b>
Vernon City Elementary School
<b>Resources in the Community of Wilmington in the City of Los Angeles (refer to Figure 4.21-2 in the CIA for the locations of these resources)</b>
Banning Landing Community Center
Banning Park
East Wilmington Greenbelt
East Wilmington Park

## 6.0 Resources Evaluated Relative to the Requirements of Section 4(f)

**Table 5: Resources More Than 0.5 Mile from the I-710 Corridor Project**

<b>Resources in the I-710 Corridor Study Area</b>
Harbor Park Municipal Golf Course
Ken Malloy Harbor Regional Park
Wilmington Town Square
Schools in the communities of Wilmington and San Pedro: 30 existing and two planned schools, and one community college.
<b>Resources in the Community of San Pedro in the City of Los Angeles (refer to Figure 4.21-2 in the (See CIA for the locations of these resources)</b>
Alma Park
Anderson Playground
Angels Gate Park
Averill Park
Bandini Canyon Park
Daniels Field Sport Center
Friendship County Park
Harbor Highlands Park
John S. Gibson Jr. Park
Leland Park
Lookout Point Park
Peck Park and Community Center
Point Fermin Park
Rena Park
San Pedro Park Plaza
White Point Park
Schools: refer to the schools information provided above under the Community of Wilmington

Source: LSA Associates, Inc. (2016).

CIA = Community Impact Assessment

-710 = Interstate 710

### 7.0 LETTERS AND OTHER CORRESPONDENCE

#### 7.1 Section 4(f) Coordination

Consistent with the requirements of Section 4(f), Caltrans is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the build alternatives. Prior to the release of the 2012 Draft EIR/EIS, Caltrans initiated coordination for the previous set of build alternatives, as discussed below. Ongoing coordination has been conducted, and additional letters and correspondence will be included in the Final Section 4(f) and 6(f) Evaluation based on the updated impacts under the revised set of build alternatives (Alternative 5C and Alternative 7) that are being carried forward.

Prior to release of the 2012 Draft EIR/EIS, Caltrans initiated formal consultation with the following agencies for the previous set of build alternatives:

- San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC), the agency that owns and will operate Parque Dos Rios through the WCA, a joint powers entity of the RMC and the Los Angeles County Flood Control District;
- City of Long Beach, the agency that owns and operates Cesar E. Chavez Park;
- City of Commerce, the agency that owns and operates Bandini Park/Batres Community Center;
- LACDPW and Parks and Recreation, the agency that owns and operates the Los Angeles River and Rio Hondo Trails, and the Dominguez Gap and DeForest Treatment Wetlands; and
- State Historic Preservation Officer.

The parks and recreational resources identified as potentially used by the build alternatives are significant as designated on applicable master plans and general plans, and historic sites are significant because they on or eligible for the National Register.

In compliance with Section 4(f) regulations, Caltrans has initiated formal consultation with these agencies during public circulation of the RDEIR/SDEIS. During that time, consultation letters that summarize the relevant information from this report were sent to these agencies to request their input on the use determinations for the Section 4(f) properties, and to ensure that all reasonable measures to minimize harm to the properties have been considered.

Caltrans has informed the appropriate agencies of its intent to make *de minimis* determinations for the portion of Parque Dos Rios to be used as a TCE under Alternative 5C, Cesar E. Chavez Park, Bandini Park/Batres Community Center, Los Angeles River and Rio Hondo Trails, Dominguez Gap and DeForest Treatment

Wetlands, Union Pacific Railroad Rail Lines, Boulder Dam-Los Angeles Transmission Lines, and Dale's Donuts. Caltrans has sought written concurrence from these agencies that the project would not adversely affect the activities, features, and attributes that qualify the properties for protection under Section 4(f).

### **7.2 Section 106 Coordination under the National Historic Preservation Act**

Local historical societies and local governments were identified and invited to participate in the Section 106 process in accordance with 36 CFR §800.3(f)(1) as part of the original HRER (February 2012) and Supplemental HRER (May 2016). On September 30, 2009, the I-710 Corridor Project team sent letters to the consulting parties, and other individuals and organizations likely to have knowledge of, or concerns regarding, historical properties in the area. The purpose of the letter was to seek information and identify any issues related to the undertaking's potential effects on historic properties as part of the process of identifying historic properties (36 CFR §800.4 (a)(3)).

On March 4, 2016, a second letter was sent informing the recipients of the preparation of the Supplemental HRER, and inviting additional comments. The following organizations were contacted, and a summary of their comments is provided:

- Bellflower Heritage Society (16601 Civic Center Drive, Bellflower, CA 90706): No response was received.
- City of Bell Planning Department (6330 Pine Avenue, Bell, CA 90201): No response was received.
- City of Bell Gardens Community Development and Planning Division (7100 South Garfield Avenue, Bell Gardens, CA 90201): No response was received.
- City of Bell Gardens Cultural Heritage Board (7100 South Garfield Avenue, Bell Gardens, CA 90201): No response was received.
- City of Carson Planning Division (701 E. Carson Street, Carson, CA 90745): No response was received.
- City of Commerce Planning Division (2535 Commerce Way, Commerce, CA 90040): Alex Hamilton, Assistant Director of Community Development for the City of Commerce, responded via telephone on October 29, 2009. Mr. Hamilton indicated the City does have criteria for local landmark designation; however, there are no properties listed or designated as historic resources at this time. He indicated that the Citadel and the train station may be on State or federal lists of significance; however, both properties are at least 0.25 mile from the I-710 Corridor. He also noted that the Hobart Yard rail tower is a known resource outside of Commerce in

## 7.0 Letters and Other Correspondence

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the vicinity of either Vernon or East Los Angeles; however, that resource is located outside of the I-710 Corridor Project Area of Potential Effect (APE).

- City of Compton Community Development Department (205 South Willowbrook Avenue, Compton, CA 90220): No response was received.
- City of Lynwood Development Services Department (11330 Bullis Rd., Lynwood, CA 90262): No response was received.
- City of Monterey Park Planning Division (320 West Newmark Avenue, Monterey Park, CA 91754): No response was received.
- City of Monterey Park Historic Heritage Commission (320 West Newmark Avenue, Monterey Park, CA 91754): No response was received.
- City of Paramount Community Development (16400 Colorado Avenue, Paramount, CA 90723): No response was received.
- City of South Gate Planning Division (8650 California Avenue, South Gate, CA 90280): Steve Lefever, Director of Community Development, sent a response via email on October 6, 2009. He stated that to the best of the City's knowledge, there are no "cultural resources" (i.e., prehistoric or historic archaeological sites, buildings, structures, or objects; unique ethnic cultural assets; or existing religious or sacred sites) within the I-710 Corridor Project boundaries.
- City of Vernon Community Services Planning Division (4305 Santa Fe Avenue, Vernon, CA 90058): No response was received.
- Historical Society of Long Beach (4260 Atlantic Avenue, Long Beach, CA 90807): No response was received.
- Historical Society of Monterey Park (781 South Orange Avenue, Monterey Park, CA 91754): No response was received.
- Historical Society of Southern California (Post Office Box 93487, Pasadena, CA 91120): No response was received.
- Long Beach Heritage (Post Office Box 92521, Long Beach, CA 90809): John Thomas, President of Long Beach Heritage, responded via email on October 8, 2009. Mr. Thomas requested that Long Beach Heritage be added to the distribution list for the Draft EIR and other documents. Mr. Thomas' contact information was sent to the appropriate project managers, and Long Beach Heritage was added to the distribution list.
- Los Angeles Conservancy (Mike Buhler, Director of Advocacy, 523 West 6th Street, Ste. 826, Los Angeles, CA 90014): No response was received.

## 7.0 Letters and Other Correspondence

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- County of Los Angeles Regional Planning Department (320 West Temple Street, 13th Floor, Los Angeles, CA 90012): No response was received.
- City of Long Beach Planning Bureau (333 West Ocean Blvd., 4th Floor, Long Beach, CA 90802): Lynette Ferenczy, Planner, responded via email on October 9, 2009, and on November 12, 2009. In her initial email, she requested detailed maps of the APE. Preliminary APE maps of the Long Beach area were sent to Ms. Ferenczy on October 16, 2009. The maps showed the Long Beach section of the project in detail. A follow-up email was sent by Ms. Ferenczy on November 12, 2009, stating that there are no cultural resources located within the project APE; however, she did list nearby historic resources and a historic district located near, but outside the APE.

### 8.0 REFERENCES

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California Department of Transportation, Standard Environmental Reference website: <http://www.dot.ca.gov/ser/vol1/sec3/special/ch204f/chap20>, accessed March 29, 2016.

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[http://www.longbeach.gov/park/parks\\_and\\_open\\_spaces/parks/cesar\\_e\\_chavez\\_park.asp](http://www.longbeach.gov/park/parks_and_open_spaces/parks/cesar_e_chavez_park.asp), accessed April 2, 2016.

City of Long Beach, Parks, Recreation & Marine website:  
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Watershed Conservation Authority, [http://www.wca.ca.gov/parque\\_dos\\_rios](http://www.wca.ca.gov/parque_dos_rios), Accessed July 20, 2016.