Appendix B DRAFT SECTION 4(f) EVALUATION

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DRAFT SECTION 4(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 42 United States Code 4332(2)(c) and 40 United States Code 303.

Prepared for

Metro

Los Angeles County

June 2012

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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
ATSAC	Automated Traffic Surveillance and Control System
Ave.	Avenue

B

Blvd.	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
Dr.	Drive

E

EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order

F

FHWA	Federal Highway Administration

G

GCCOG	Gateway Cities Council of Governments
GIS	Geographic Information Systems

H

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

I

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

J

JPA	Joint Powers Authority

K

kV	kilovolt

L

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

M

Maglev	magnetic levitation
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

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCH	State Clearinghouse
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
St.	Street
Sts.	Streets

State Parks	California State Parks
Study Area	I-710 Corridor Project Study Area

T

TCE(s)	temporary construction easement(s)
TDM	Transportation Demand Management
TSM	Transportation Systems Management

U

Uniform Act	Uniform Relocation Assistance and Real Property Acquisition Policies Act
UP Railroad	Union Pacific Railroad
USC	United States Code
USDA	United States Department of Agriculture

W

WCA	Watershed Conservation Authority
W.	West

1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

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 and I-710 serves 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. Figures 1-1 and 1-2 show the regional location and the location of the proposed project, 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 ten general-purpose lanes next to four separated freight movement lanes. The MCS and the alternatives development process are described in more detail in Section 2.2, I-710 Corridor Project EIR/EIS Alternatives Development Process, in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

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). 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 Blvd. 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.

As shown on Figure 1-2, the overall 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.

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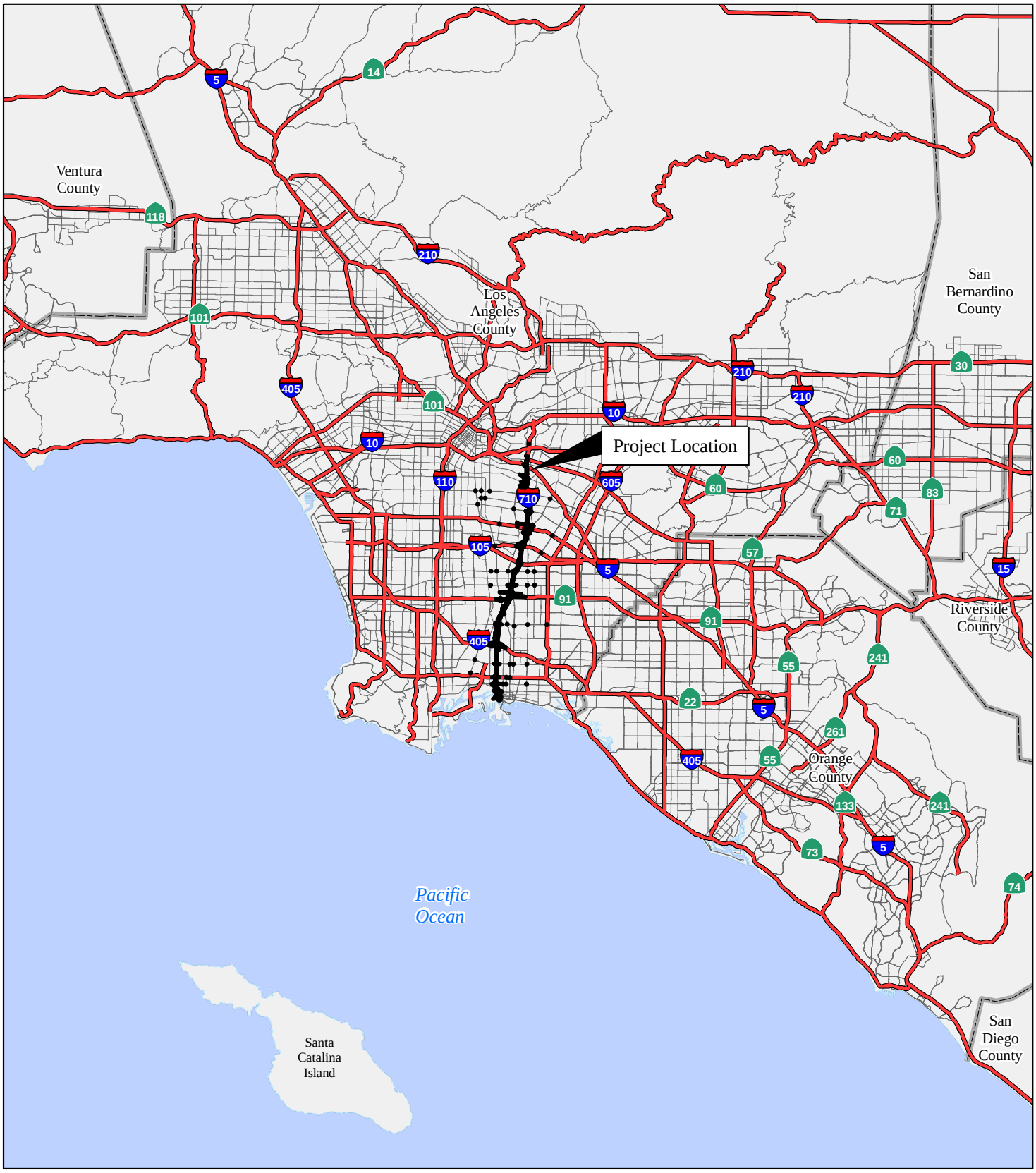

LEGEND

Project Location

FIGURE 1-1

I-710 Corridor Project EIR/EIS

Regional Location

07-LA-710- PM 4.9/24.9
EA 249900

0 5 10
MILES

SOURCE: TBM (2008)

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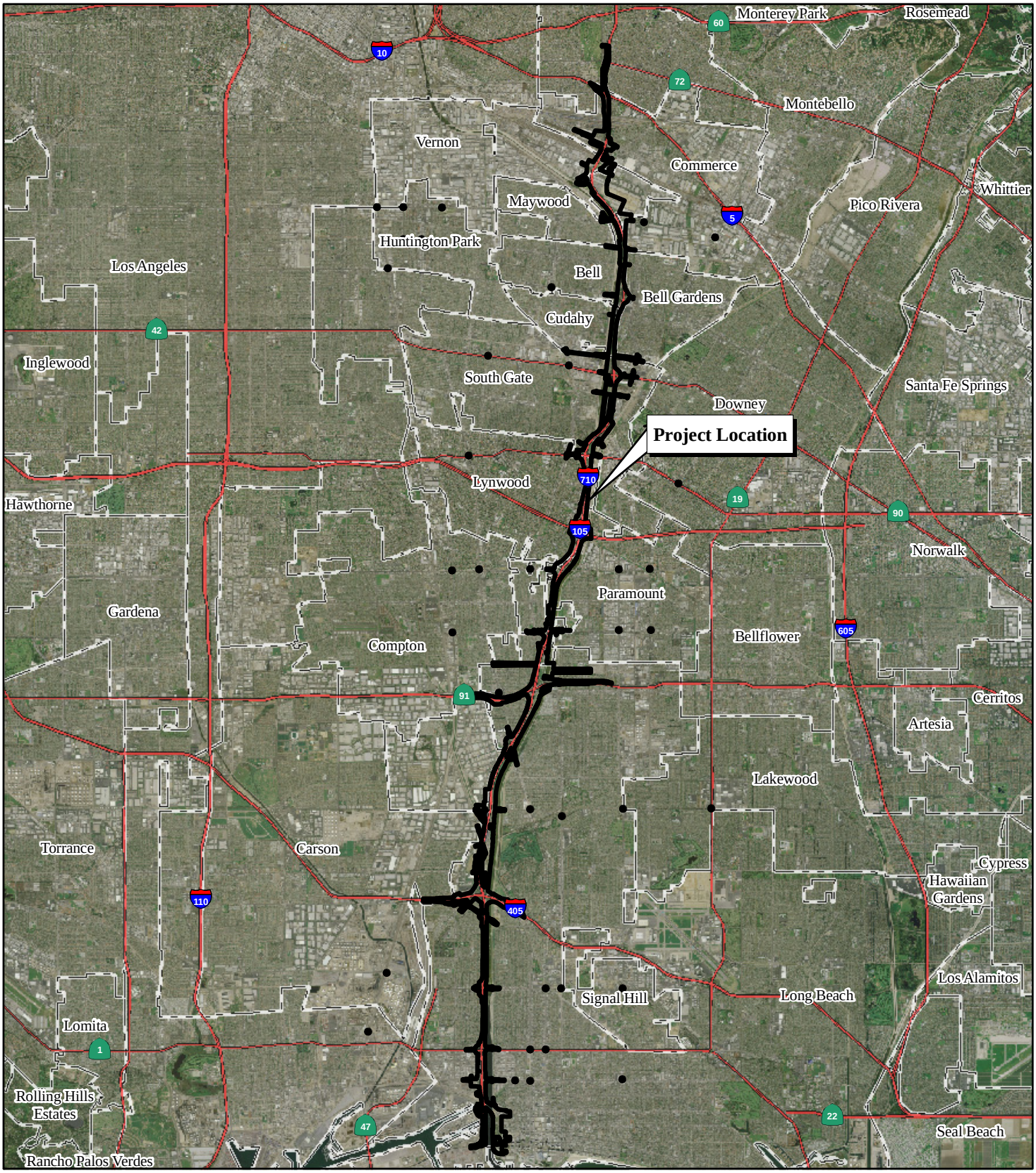

LEGEND

Project Location

Arterial Intersection Improvements

FIGURE 1-2

I-710 Corridor Project EIR/EIS

Project Location

07-LA-710- PM 4.9/24.9
EA 249900

0 1 2
Miles

SOURCE: DigitalGlobe (2008); TBM (2008)

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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.

1.2 Requirements of Sections 4(f) and 6(f)

1.2.1 Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 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 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 is also needed.

1.2.2 Section 6(f)

State and local governments can obtain grants through the Land and Water Conservation Fund (L&WCF) Act to acquire land for or make improvements to public parks and recreation areas. Section 6(f) of the L&WCF Act prohibits the conversion of property acquired or developed with these grants to a nonrecreation or nonparkland purpose without the approval of the 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.

No land or improvements funded with grants under the L&WCF Act will be permanently used or otherwise adversely affected by the I-710 Corridor Project build alternatives. Therefore, no conversion of Section 6(f) land would occur as a result of the build alternatives.

1.3 Summary of Uses of Section 4(f) and 6(f) Properties

The I-710 Corridor Project build alternatives would result in the permanent use of land from, and other effects on, Section 4(f) properties. Those uses are listed in Table 1-1 by alternative and by Section 4(f) property.

1.4 Organization and Contents of This Report

This report assesses the use of land from Section 4(f) properties by the proposed I-710 Corridor Project. This report includes:

- **Chapter 2.0, Description of the Proposed Project:** This chapter briefly describes the purpose of and need for the I-710 Corridor Project and the build alternatives and Alternative 1 (No Build Alternative).
- **Chapter 3.0, List and Description of Section 4(f) and 6(f) Properties: This** chapter identifies the Section 4(f) and 6(f) properties considered in this evaluation.
- **Chapter 4.0, Impacts on Parque Dos Rios:** This chapter describes the use of land from Parque Dos Rios by the I-710 Corridor Project build alternatives.
- **Chapter 5.0, Avoidance Alternatives for Project Effects at Parque Dos Rios:** This chapter discusses alternatives that were considered to avoid the use of land from Parque Dos Rios by the I-710 Corridor Project build alternatives.
- **Chapter 6.0, Preliminary De Minimis Determinations:** This chapter discusses Section 4(f) properties for which Caltrans has made preliminary determinations of de minimis impacts by the build alternatives.
- **Chapter 7.0, Other Resources Evaluated:** This chapter discusses other resources which were evaluated and determined not to trigger the requirements for protection under Section 4(f).
- **Chapter 8.0, Measures to Minimize Harm:** This chapter discusses measures and actions incorporated in the I-710 Corridor Project build alternatives to avoid or reduce the use of land from, and other effects on, Section 4(f) properties by those alternatives.

Table 1-1 Summary of Permanent Uses and Other Impacts on Section 4(f) Properties by Alternative

Alternative 5A			Alternatives 6A/B/C		
Permanent Use (acres) and Other Permanent Effects	**Permanent Easements (acres)**	**TCEs and Other Temporary Uses (acres)**	**Permanent Use (acres) and Other Permanent Effects**	**Permanent Easements (acres)**	**TCEs and Other Temporary Uses (acres)**
Cesar E. Chavez Park (Sections 4(f) and 6(f) Property)[1]					
3.4 acres	0.45 acre for a wet basin BMP 0.19 acre for 1 bioswale	6.1 acres for a TCE. Temporary closures of parts of the Park during construction to protect the safety of park visitors and project construction workers. Temporary removal of the two half-court basketball courts west of Cesar E. Chavez Elementary School. Temporary use of 0.41 acre for a temporary detour route during the construction of realigned Broadway.	3.4 acres	0.45 acre for a wet basin BMP 0.19 acre for 1 bioswale	6.1 acres for a TCE. Temporary closures of parts of the Park during construction to protect the safety of park visitors and project construction workers. Temporary removal of the two half-court basketball courts west of Cesar E. Chavez Elementary School. Temporary use of 0.41 acre for a temporary detour route during the construction of realigned Broadway.
Bandini Park/Batres Community Center (Section 4(f) Property)					
None	0.4-acre aerial easement in the northwest corner of the Park	Temporary closure of part of the Park under the elevated freeway structure to protect the safety of park visitors and project construction workers.	None	0.05-acre aerial easement and 0.01 acre for the area wet of that aerial easement in the northwest corner of the Park (total 0.06 acre)	Temporary closure of part of the Park under the elevated freeway structure to protect the safety of park visitors and project construction workers.
Parque Dos Rios (Section 4(f) Property)					
5.97 acres	None	2.64 acres for a TCE	8.6 acres	None	None
Los Angeles River Trail (Section 4(f) Property)					
None	None	Temporary closures of trail crossings at I-710 and local streets; detours will be provided.	None	None	Temporary closures of trail crossings at I-710 and local streets; detours will be provided.

Table 1-1 Summary of Permanent Uses and Other Impacts on Section 4(f) Properties by Alternative

Alternative 5A			Alternatives 6A/B/C		
Permanent Use (acres) and Other Permanent Effects	**Permanent Easements (acres)**	**TCEs and Other Temporary Uses (acres)**	**Permanent Use (acres) and Other Permanent Effects**	**Permanent Easements (acres)**	**TCEs and Other Temporary Uses (acres)**
Rio Hondo Trail (Section 4(f) Property)					
None	None	Temporary closures of trail crossings at I-710 and local streets; detours will be provided.	None	None	Temporary closures of trail crossings at I-710 and local streets; detours will be provided.
National Register Eligible UP Railroad Rail Lines (two segments)					
None	None	None	None	None	None
National Register Eligible Boulder Dam-Los Angeles 287.5-Kilovolt Transmission Lines					
None	None	None	No permanent acquisition; permanent changes at the towers on each side of I-710	None	None
National Register Eligible Dale's Donuts (4502 Alondra Blvd.)					
0.01 acre	None	None	0.01 acre	None	None

Source: LSA Associates, Inc. (2012) and *Historic Property Survey Report* (Galvin Preservation Associates, Inc., 2012).
[1] The build alternatives will not use any land or improvements funded under an L&WCF Act grant at this Park and no conversion of land under Section 6(f) would occur at this Park.
BMP = best management practice TCE = temporary construction easement
I-710 = Interstate 710

- **Chapter 9.0, Coordination:** This chapter discusses consultation and coordination conducted with the owners/operators of the Section 4(f) properties used by the I-710 Corridor Project build alternatives.
- **Chapter 10.0, Net Harm:** This chapter summarizes the net harm of the I-710 Corridor Project build alternatives on Section 4(f) and 6(f) properties.
- **Chapter 11.0, References and Preparers:** This chapter lists the preparers of, and references used in preparing, this Section 4(f) and Section 6(f) Evaluation.
- **Attachment A:** Other Resources Evaluated Relative to the Requirements of Section 4(f)
- **Attachment B:** Documentation of Consultation

2.0 DESCRIPTION OF THE PROPOSED PROJECT

2.1 INTRODUCTION

The Interstate 710 (I-710) Corridor Project Study Area (Study Area) includes the segment of I-710 (six or eight lanes) from Ocean Blvd. in Long Beach to State Route 60 (SR-60), a distance of approximately 18 miles, as shown on Figure 2-1. At the freeway-to-freeway interchanges at Interstate 405 (I-405), State Route 91 (SR-91), Interstate 105 (I-105), and Interstate 5 (I-5), the Study Area extends one mile east and west of I-710. The I-710 Corridor Project traverses parts 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 parts of unincorporated Los Angeles County, all within Los Angeles County, California.

I-710 (also known as the Long Beach Freeway) is a major north/south interstate freeway connecting the city of Long Beach to central Los Angeles. Within the Study Area, the freeway serves as the principal transportation connection for goods movement between the Port of Los Angeles (POLA)/Port of Long Beach (POLB) shipping terminals, the Burlington Northern Santa Fe (BNSF)/Union Pacific Railroad (UP Railroad) rail yards in the cities of Commerce and Vernon, and destinations along and north and east of I-710. Existing conditions in the I-710 Corridor are discussed in detail in Section 1.2.1.2, Capacity, Transportation Demand, and Safety, in the Environmental Impact Report/Environmental Impact Statement (EIS/EIS).

The *I-710 Major Corridor Study* (MCS; March 2005), undertaken to address mobility and safety needs in the I-710 Corridor and to explore possible solutions for transportation improvements, identified a community-based Locally Preferred Strategy (LPS) consisting of 10 general purpose lanes next to four separated freight movement lanes. 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 Funding Partners. Through a cooperative agreement, these agencies are funding the preparation of preliminary engineering and environmental documentation for the I-710 Corridor Project to evaluate improvements identified in the MCS along the I-710 Corridor from Ocean Blvd. in the city of Long Beach to SR-60. The I-710 Funding Partners have continued this engineering and environmental study effort within the same broad, continuous community participation framework that was used for the MCS. The MCS is discussed in more detail in Section 2.2, I-710 Corridor Project EIR/EIS Alternatives Development Process, in the EIR/EIS.

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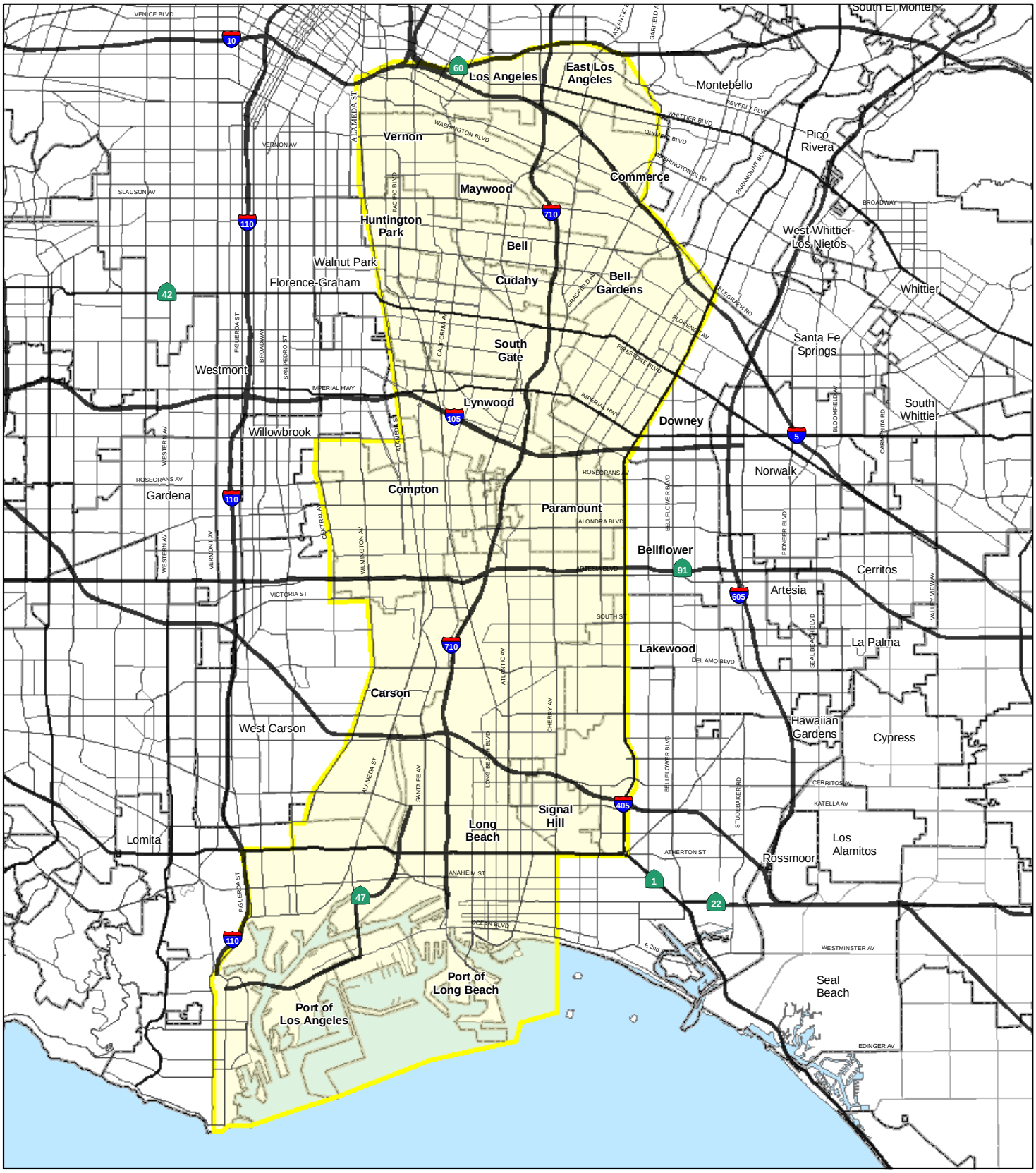

FIGURE 2-1

LEGEND

I-710 Study Area

N

0 1.5 3

Miles

SOURCE: TBM (2007)

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I-710 Corridor Project EIR/EIS

I-710 Project Study Area

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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 EIR/EIS. Caltrans is the Lead Agency for CEQA compliance and the lead agency for NEPA compliance pursuant to Section 6005 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (23 United States Code (USC) 327).

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 on- and off-ramps do not meet current design standards, and weaving sections within and between interchanges are of insufficient length.
- 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 the I-710, as well as on the connecting freeways. This is projected to worsen over the next 25 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 in the I-710 Corridor as a whole.

The purpose of the I-710 Corridor Project is to achieve the following within the I-710 Corridor (2035 time frame):

- Improve air quality and public health
- Improve traffic safety
- Provide modern design for the I-710 mainline
- Address projected traffic volumes
- 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 purpose of, and need for, the proposed I-710 Corridor Project are discussed in detail in Section 1.2, Need and Purpose, in the EIR/EIS.

2.2 Alternatives Description

This section describes the alternatives based on the MCS that were developed by a multidisciplinary technical team to achieve the I-710 Corridor Project purpose and subsequently were reviewed and concurred with by the various committees involved in the I-710 Corridor Project community participation framework. Alternatives 2, 3, and 4 were considered but withdrawn from further environmental study as stand-alone alternatives but elements of those alternatives are included in build alternatives 5A and 6A/B/C. The alternatives are Alternative 1 (No Build Alternative), Alternative 5A (I-710 Widening up to 10 General Purpose Lanes), Alternative 6A (10 General Purpose Lanes plus a Four-Lane Freight Corridor), Alternative 6B (10 General Purpose Lanes plus a Zero-Emission Four-Lane Freight Corridor), and Alternative 6C (10 General Purpose Lanes plus a Four-Lane Freight Corridor Tolled). These alternatives are described in more detail in Chapter 2.0, Project Alternatives, in the EIR/EIS.

2.2.1 Alternative 1 – No Build Alternative

The existing I-710 mainline generally consists of eight general purpose lanes north of I-405 and six general purpose 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.

2.2.2 Alternative 5A – Freeway Widening up to 10 General Purpose Lanes

Alternative 5A proposes to widen the I-710 mainline to up to ten general purpose lanes (northbound I-710 and southbound I-710). This alternative will:

- Provide an updated design at the I-405 and SR-91 interchanges; no improvements to the I-710/I-5 interchange are proposed under Alternative 5A
- Reconfigure all local arterial interchanges within the project limits that may include realignment of on- and off-ramps, widening of on- and off-ramps, and reconfiguration of interchange geometry

- Eliminate local ramp connections over I-710 (9th to 6th Sts. and 7th to 10th Sts.) in the city of Long Beach
- Eliminate a local interchange at Wardlow Ave. in the city of Long Beach
- Add a local street connection under I-710 to Thunderbird Villas at Miller Way in the city of South Gate
- Add a local connection (bridge) over I-710 at Southern Ave. in the city of South Gate
- Add a local arterial interchange at northbound and southbound I-710/Slauson Ave. in the city of Maywood
- Shift the I-710 centerline at several locations to reduce right-of-way requirements.

Additionally, various structures such as freeway connectors, ramps, and local arterial overcrossings, structures over the Los Angeles River, and structures over the two rail yards throughout the project limits will be replaced, widened, or added as part of Alternative 5A.

In addition to improvements to the I-710 mainline and the interchanges, Alternative 5A also includes Transportation Systems/Transportation Demand Management (TSM/TDM), Transit, and Intelligent Transportation Systems (ITS) improvements. TSM improvements include provision of or future provision of ramp metering at all locations and the addition of improved arterial signing for access to I-710. Parking restrictions during peak periods (7:00 a.m.–9:00 a.m.; 4:00 p.m.–7:00 p.m.) will be implemented on four arterial roads: Atlantic Blvd. between Pacific Coast Hwy. and SR-60; Cherry Ave./Garfield Ave. between Pacific Coast Hwy. and SR-60; Eastern Ave. between Cherry Ave. and Atlantic Blvd.; and Long Beach Blvd. between San Antonio Dr. and Firestone Blvd. Transit improvements that will be provided as part of Alternative 5A include increased service on all Metro Rapid routes and local bus routes in the Study Area. ITS improvements include updated fiber-optic communications to interconnect traffic signals along major arterial streets to provide for continuous, real-time adjustment of signal timing to improve traffic flow as well as other technology improvements.

Alternative 5A also includes improvements at 42 local arterial intersections in the Study Area as shown on Figure 2-2. These improvements generally consist of lane restriping or minimal widening to provide additional intersection turn lanes that will reduce traffic delay and improve intersection operations for those intersections with projected level of service (LOS) F.

In addition to the transportation system improvements described above, Alternative 5A also includes:

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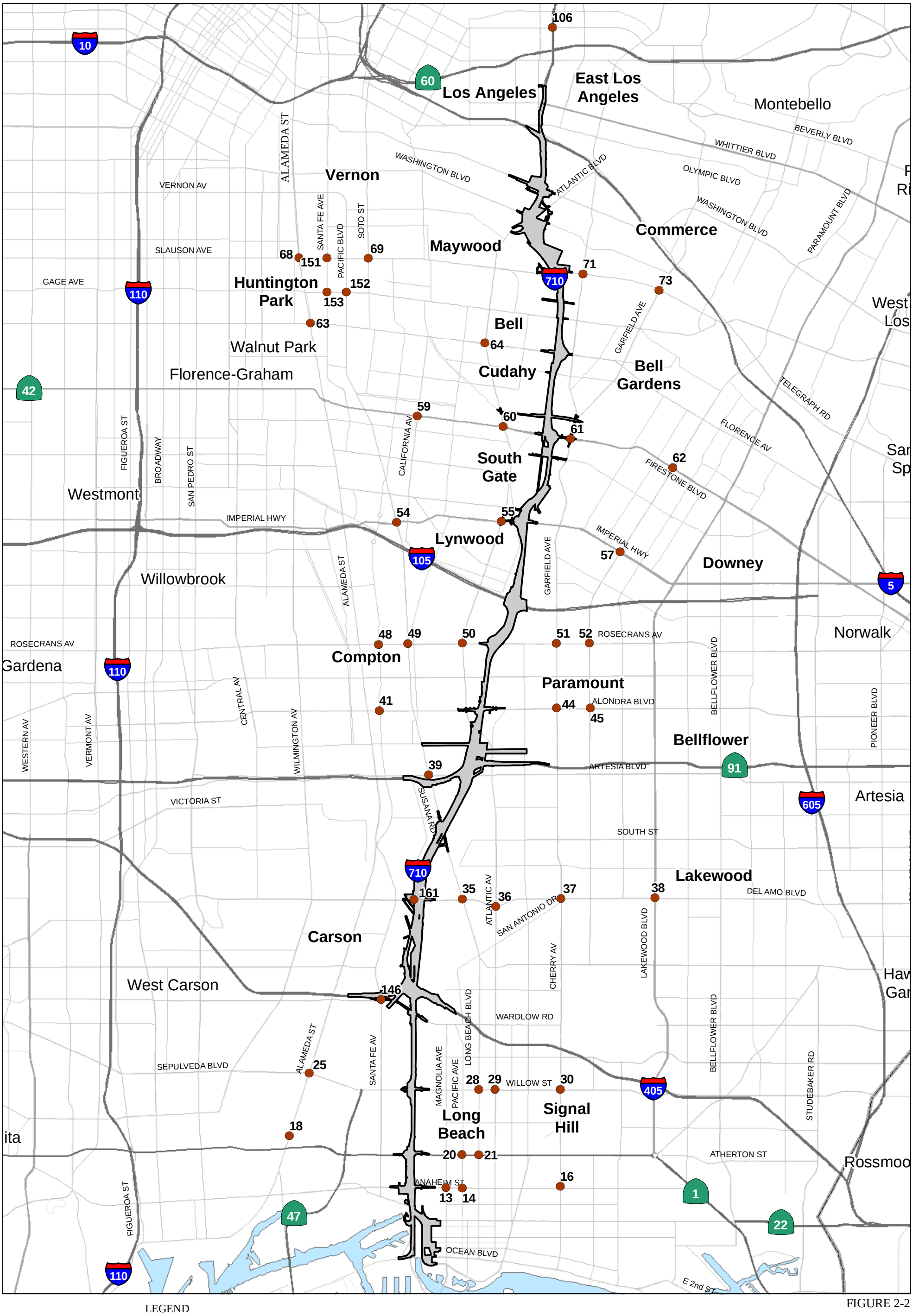

FIGURE 2-2

LEGEND

Project Location

Arterial Intersection Improvements

0 3600 7200

Feet

SOURCE: TBM (2007)

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I-710 Corridor Project EIR/EIS

Project Location and Arterial Intersection Improvements

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- **Aesthetic Enhancements:** Landscaping and irrigation systems would be provided within the corridor where feasible. Urban design and aesthetic treatment concepts for community enhancement will be integrated into the design of the I-710 Corridor Project. These concepts will highlight unique community identities within a unified overall corridor theme; strengthen physical connections and access/mobility within and between communities; and implement new technologies and best practices to ensure maximum respect for the environment and natural resources. They will continue to evolve and be refined through future phases of project development.

- **Drainage/Water Quality Features:** Alternative 5A includes modifications to the Los Angeles River levee; new, extended, replacement, and additional bents and pier walls in the Los Angeles River; additional and extended bents and pier walls in Compton Channel; modifications to existing pump stations or provision of additional pump stations; and detention basins and bioswales that will provide for treatment of surface water runoff prior to discharge into the storm drain system.

The following figures in Chapter 2.0 in the EIR/EIS show key features of Alternative 5A: 2.3-1 and 2.4-1 to 2.4-6.

2.2.3 Alternative 6A – 10 General Purpose Lanes plus a Four-Lane Freight Corridor

Alternative 6A includes all the components of Alternatives 1 and 5A described above. The alignment of the general purpose lanes in Alternative 6A will be slightly different than Alternative 5A in a few locations. In addition, this alternative includes a separated four-lane freight corridor from Ocean Blvd. north to its terminus near the UP Railroad and BNSF rail yards in the city of Commerce. The freight corridor would be built to Caltrans highway design standards and would be restricted to the exclusive use of heavy-duty trucks (5+ axles). In Alternative 6A these trucks are assumed to be conventional trucks. Conventional trucks are defined to be newer (post-2007) diesel/fossil-fueled trucks (new or retrofitted engines required per new regulations and standards).

Segments of the freight corridor would be at-grade or on an elevated structure with two lanes in each direction. Exclusive, truck only ingress and egress ramps to and/or from the freight corridor would be provided at the following locations:

- Harbor Scenic Dr. (northbound ingress only)

- Ocean Blvd. (northbound ingress only)

- Pico Ave. (northbound ingress and southbound egress only)

- Anaheim St. (northbound ingress and southbound egress only)
- Southbound I-710 general purpose lanes just south of Pacific Coast Hwy. (southbound egress only)
- Northbound I-710 general purpose lanes north of I-405 at 208th St. (northbound ingress only)
- Southbound I-710 general purpose lanes north of I-405 at 208th St. (southbound egress only)
- Eastbound SR-91 (northbound egress only)
- Westbound SR-91 (southbound ingress only)
- Patata St. (northbound egress and southbound ingress only)
- Southbound I-710 general purpose lanes at Bandini Blvd. (southbound ingress only)
- Northbound I-710 general purpose lanes at Bandini Blvd. (northbound egress only)
- Washington Blvd. – (northbound egress and southbound ingress only) (Design Options 1 and 2)
- Washington Blvd. (northbound egress and southbound ingress via Indiana Ave.) (Design Option 3)
- Sheila St. – (northbound egress only) (Design Option 3)

In addition to the freight corridor feature, Alternative 6A includes:

- Partial modification of the I-5 interchange, notably replacement of the northbound I-710 to the northbound I-5 connector (right-side ramp replacement of left-side ramp) and a realigned southbound I-5 to the southbound I-710 connector and five southbound general purpose lanes from SR-60 to Washington Blvd.
- Three northbound general purpose lanes from I-5 to SR-60
- Retention and slight realignment of the I-710 southbound on- and off-ramps at Eastern Ave.
- A local connection over I-710 at Patata St. in the cities of South Gate and Bell Gardens.

As with Alternative 5A, Alternative 6A will include additional aesthetic enhancements, and drainage/water quality features as follows:

- **Aesthetic Enhancements:** In addition to the aesthetic enhancements described above for Alternative 5A, specific aesthetic treatments will be developed for the freight corridor, including use of screen walls and masonry treatments on the freight corridor structures (including sound walls).

- **Drainage/Water Quality Features**: Alternative 6A includes features to capture and treat the additional surface water runoff from the freight corridor and some modifications to the Los Angeles River levees to accommodate electrical transmission line relocations.

The following figures in Chapter 2.0 in the EIR/EIS show key features of Alternative 6A: 2.3-1, 2.4-1 to 2.4-6 (features common to Alternatives 5A, 6A, 6B, and 6C), 2.3-2, and 2.5-1 to 2.5-3.

2.2.4 Alternative 6B – 10 General Purpose Lanes plus a Zero-Emission Four-Lane Freight Corridor

Alternative 6B includes all the components of Alternative 6A as described above, but would restrict the use of the freight corridor to zero-emission trucks rather than conventional trucks. This proposed zero-emission truck technology is assumed to consist of trucks powered by electric motors in lieu of internal combustion engines and producing zero tailpipe emissions while traveling on the freight corridor. The specific type of electric motor is not defined, but feasible options include linear induction motors, linear synchronous motors, or battery technology. The power systems for these electric propulsion trucks could include, but not be limited to, hybrid with dual-mode operation (ZEV Mode), Range Extender EV (Fuel Cell or Turbine with ZEV mode), Full EV (with fast charging or infrastructure power), road-connected power (e.g., overhead catenary electric power distribution system), alternative fuel hybrids, zero nitrogen oxide (NO_x) dedicated fuel engines (compressed natural gas [CNG], renewable natural gas [RNG], hydrogen internal combustion engine [H2 ICE]), and range extender EV (turbine). For the I-710 environmental studies, the zero-emission electric trucks are assumed to receive electric power while traveling along the freight corridor via an overhead catenary electric power distribution system (road-connected power).

Alternative 6B also assumes all trucks using the freight corridor will have automated control systems that will steer, brake, and accelerate the trucks under computer control while traveling on the freight corridor. This will safely allow for trucks to travel in “platoons” (e.g., groups of 6–8 trucks) and increase the capacity of the freight corridor from a nominal 2,350 passenger car equivalents per lane per hour (pces/ln/hr) as defined in Alternative 6A to 3,000 pces/ln/hr in Alternative 6B.

The design of the freight corridor will also allow for possible future conversion, or be initially constructed, as feasible (which may require additional environmental analysis and approval), of a fixed-track guideway family of alternative freight transport technologies (e.g., Maglev). However, this fixed-track family of technologies has been screened out of this analysis, as they have been determined to be inferior to electric trucks in terms of cost and ability to readily serve the multitude of freight origins and destinations served by trucks using the I-710 corridor.

The key features of Alternative 6B are shown on the EIR/EIS figures cited earlier for Alternative 6A.

2.2.5 Alternative 6C – 10 General Purpose Lanes plus a Four-Lane Freight Corridor with Tolls

Alternative 6C includes all the components of Alternative 6B as described above, but would toll trucks using the freight corridor. Although tolling trucks in the freight corridor could be done under either Alternative 6A or 6B; for analytical purposes, tolling is evaluated only for the I-710 Corridor Project as defined in Alternative 6B because this alternative provides for higher freight corridor capacity than Alternative 6A due to the automated guidance feature of Alternative 6B.

Tolls would be collected using electronic transponders which would require overhead sign bridges and transponder readers like the SR-91 toll lanes currently operating in Orange County, where no cash toll lanes are provided. The toll pricing structure would provide for collection of higher tolls during peak-travel periods.

The key features of Alternative 6C are shown on the EIR/EIS figures cited earlier for Alternative 6A.

2.2.6 Design Options

For Alternatives 6A/B/C, three design options for the segment of I-710 between the I-710/Slauson Ave. interchange to just south of the I-710/I-5 interchange are under consideration. These configurations will be fully analyzed so that they can be considered in the future selection of a Preferred Alternative for the project. These options are:

2.2.6.1 Design Option 1

Design Option 1 applies to Alternatives 6A/B/C and provides access to Washington Blvd. using three ramp intersections at Washington Blvd.

2.2.6.2 Design Option 2

Design Option 2 applies to Alternatives 6A/B/C and provides access to Washington Blvd. using two ramp intersections at Washington Blvd.

2.2.6.3 DESIGN OPTION 3

Design Option 3 applies only to Alternative 6B because it was not included in the travel demand modeling for Alternatives 6A and 6C. It removes the access to Washington Blvd. from its current location. The ramps at the I-710/Washington Blvd. interchange would be removed to accommodate the proposed freight corridor ramps in and out of the rail yards. The southbound off-ramp and the northbound-on-ramp access would be accommodated by Alternative 6B in the vicinity of the existing interchange by the proposed new southbound off-ramp and the northbound on-ramp at Oak St. and Indiana St. These two ramps are proposed as mixed-flow ramps (freight connector ramps that would also allow automobile traffic). However, the southbound on-ramp and the northbound off-ramp traffic that previously used the Washington Blvd. interchange would be required to access the Atlantic Blvd./Bandini Blvd. interchange located south of the existing Washington Blvd. interchange to ultimately reach I-710.

2.2.6.4 ZERO-EMISSION TRUCK EXTENSION DESIGN OPTION

The Zero-Emission Truck Extension Design Option applies only to Alternatives 6B and 6C. This option will provide the ability for zero-emission trucks to operate in zero-emission mode via an extension of the overhead catenary electric power distribution system on I-710 in both the northbound and southbound directions between the northern terminus of the freight corridor connector ramps to/from the I-710 general purpose lanes, located south of the Bandini Blvd./ I-710 interchange, and the on- and off-ramps to/from SR-60/I-710. These zero-emission electric trucks are assumed to receive electric power while traveling along the two outermost general purpose lanes (in each direction) via an overhead catenary electric power distribution system (road-connected power, as along the freight corridor). The zero-emission trucks exiting (northbound) or entering (southbound) the freight corridor are assumed to be operating in zero-emission mode under this design option along this segment of I-710.

2.2.7 OTHER FEATURES

As part of the street realignments in the vicinity of Cesar E. Chavez Park in the city of Long Beach in the Build Alternatives, some areas currently within public street rights-of-way will be relinquished to the City for incorporation within the boundary of Cesar E. Chavez Park. The realignment of W. Shoreline Dr. and 3rd St. will increase the usable park area as a result of the relinquishment of those existing street alignments. The I-710 Corridor Project build alternatives will not include improvements to Cesar E. Chavez Park itself. Improvements to the Park will be accomplished through either the City's Drake/Chavez Greenbelt Project or other future City improvement projects at Cesar E. Chavez Park. However, to ensure that this mitigation is implemented to address the effects of the I-710 Corridor Project build alternatives on the Park, measures for park improvements are included as part of the environmental commitments for the

Build Alternatives until such time as the City commits to, funds, and implements some or all of those improvements independently of the I-710 Corridor Project.

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

3.1 IDENTIFICATION OF SECTION 4(F) PROPERTIES

The Interstate 710 (I-710) Corridor Project build alternatives were described in Chapter 2.0, Proposed Action. Figure 2-1, also provided in Chapter 2.0, shows the general Study Area for the build alternatives. For this Section 4(f) Evaluation, the areas within the ultimate rights-of-way for the build alternatives were used as the Study Area for identifying the potential use of properties protected under the requirements of Sections 4(f) and 6(f).

Resources in the rights-of-way for the build alternatives were identified as Section 4(f) properties if they were:

- Existing publicly owned recreation and park resources, including local, regional, and State resources;
- Existing play and sports fields of public schools with public access (because many public schools and school districts use or allow the use of public school play and sports fields for nonschool activities, such as organized youth sports, all public schools with play and sports fields were considered as possible Section 4(f) properties for this analysis [Section 4(f) Policy Paper, March 2005, Question 10, Page 19, “School Playgrounds”]);
- Publicly owned wildlife and water fowl refuges and conservation areas;
- Existing off-street public bicycle, pedestrian, and equestrian trails; or
- National Register of Historic Places (National Register) listed or eligible resources.

The identification of resources that could trigger the requirements for protection under Section 4(f) began with consideration of the public parks, schools, and other resources within each city in the I-710 Corridor Project Study Area in the *Community Impact Assessment* (CIA; March 2012). The CIA further refined that list for a focused Study Area extending approximately 0.5 mile from the proposed I-710 Corridor Project improvements.

The parks, recreation resources, public schools, and other resources identified in each city in the vicinity of the proposed improvements are described in Table A-1 in Attachment A, Other Resources Evaluated Relative to the Requirements of Section 4(f). Those identified resources were then examined to determine whether they triggered the need for protection under the

requirements of Section 4(f). Based on that detailed review, three parks are within the rights-of-way or include permanent easements for Alternatives 5A and/or 6A/B/C, as follows:

- The permanent rights-of-way for Alternatives 5A and 6A/B/C include parts of Parque Dos Rios in the City of South Gate. As a result, Parque Dos Rios was identified as a Section 4(f) property, thereby triggering the need for evaluation under Section 4(f).

- The permanent rights-of-way for Alternatives 5A and 6A/B/C include parts of Cesar E. Chavez Park in the city of Long Beach. In addition, a permanent easement will be needed in this Park under all the build alternatives. As a result, Cesar E. Chavez Park was identified as a Section 4(f) property, thereby triggering the need for evaluation under Section 4(f).

- Aerial structures in Alternatives 5A and 6A/B/C pass over the northwestern corner of Bandini Park in the city of Commerce, which will require a permanent aerial easement in this park. As a result, Bandini Park was identified as a Section 4(f) property, thereby triggering the need for evaluation under Section 4(f).

None of the other park, recreation, or school resources in Table A-1 are within the rights-of-way of any of the build alternatives or would be otherwise adversely affected by the build alternatives. Therefore, although protected under Section 4(f), the requirements for protection under Section 4(f) for those resources are not triggered for those projects by the proposed project, as described in Table A-1, which explains why that protection is not triggered at each resource.

The Study Area for National Register listed and eligible properties was based on the Area of Potential Effects (APE) as defined in the *Historic Property Survey Report* (HPSR; February 2012) and the *Historic Resources Evaluation Report* (HRER; February 2012). Based on the research conducted for the HPSR and the HRER, there are four National Register-eligible properties in the APE: two segments of the UP Railroad, the Boulder Dam-Los Angeles Transmission Lines, and a built environment resource (Dale's Donuts) at 4502 E. Alondra Blvd. in the city of South Gate.

Two public off-street trails are aligned generally north-south in the vicinity of I-710, the Los Angeles River Trail and the Rio Hondo Trail. Although the build alternatives will not permanently use these trails, the trails may be affected temporarily during construction of the build alternatives. As a result, these trails were identified as Section 4(f) properties, thereby triggering the need for consideration under Section 4(f).

3.2 Identification of 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 United States Code [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 nonrecreation or nonparkland uses, such as for transportation facilities, is replacement with land of at least equal value.

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 part of the Park. The Teen Center and the area immediately around the Teen Center will not be affected by the build alternatives. Therefore, the requirements of Section 6(f) are not triggered for Cesar E. Chavez Park.

In 2012, the Watershed Conservation Authority (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.

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).

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.

3.3 Cesar E. Chavez Park

As described later in Chapter 6.0, Preliminary De Minimis Determinations, Alternatives 5A and 6A/B/C would permanently use land from, and would result in one permanent easement in, Cesar E. Chavez Park. As a result, this Park was identified as subject to protection under the requirements of Sections 4(f) and 6(f). Existing Cesar E. Chavez Park is shown on Figure 3-1 and is described in the following sections.

3.3.1 Owner/Operator of Cesar E. Chavez Park

Cesar E. Chavez Park is owned and operated by the City of Long Beach. It is a public park open to use by residents and other visitors to the area. This Park was developed over a number

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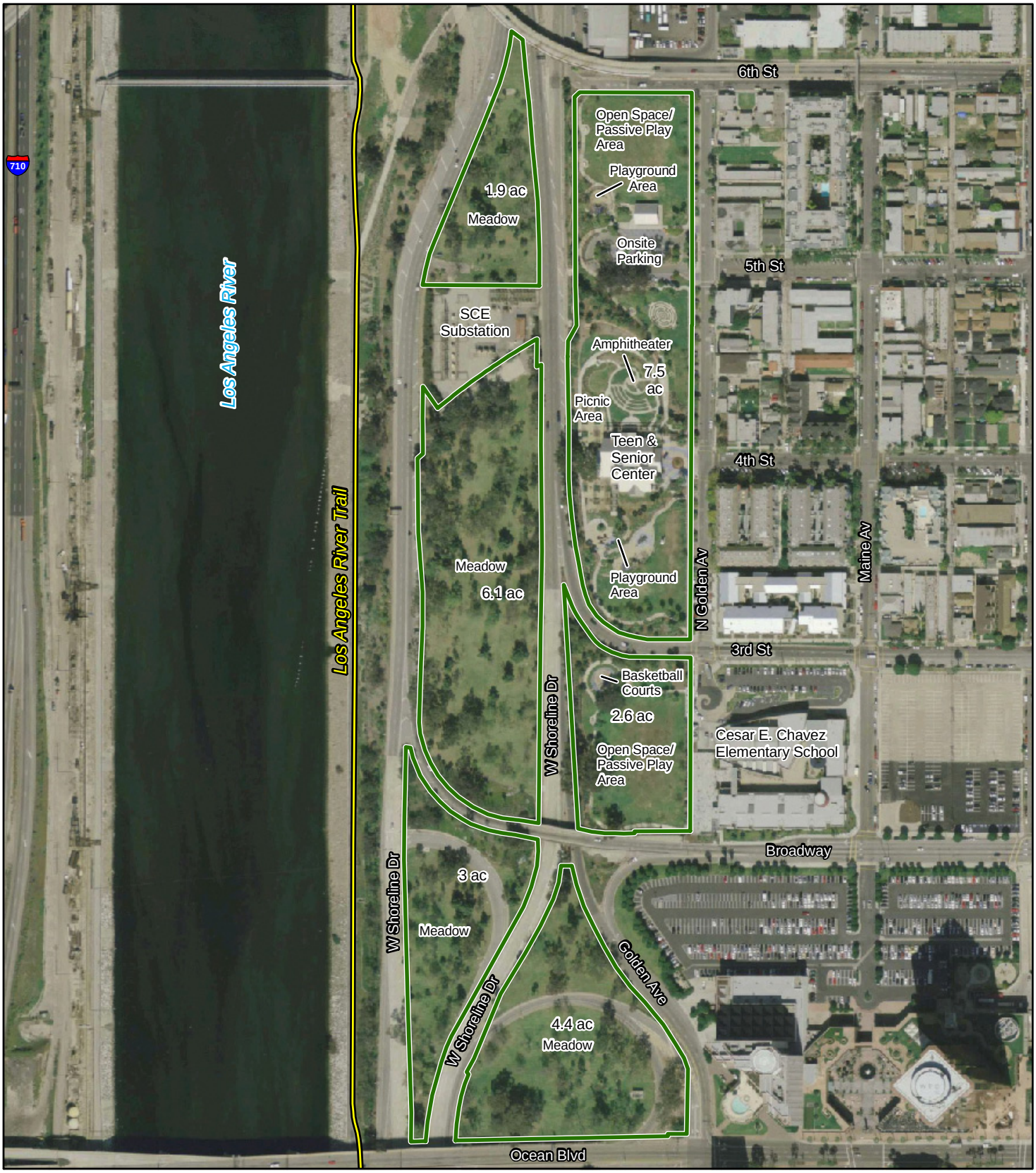

LEGEND

Cesar E. Chavez Park Boundaries
Total existing park acreage: 25.5 acres

Los Angeles River Trail

N

0 150 300
FEET

SOURCE: DigitalGlobe (4/08); TBM (2008); City of Long Beach (2009)

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FIGURE 3-1

I-710 Corridor Project EIR/EIS

Cesar E. Chavez Park and the Los Angeles River Trail

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of years by consolidating existing parks and adding additional lands to that park area. Cesar E. Chavez Park opened in 1999.

3.3.2 Location of Cesar E. Chavez Park

Cesar E. Chavez Park is at 401 N. Golden Ave., just east of the Los Angeles River in the city of Long Beach. It generally bounded by W. Shoreline Dr. on the west, W. 6th St. on the north, N. Golden Ave. on the east, and Ocean Blvd. on the south. Figure 3-1 shows that the existing Park is six discontinuous parcels separated by streets crossing the Park, including W. Shoreline Dr., Broadway, and 3rd St. Those parcels range in size from 1.9 acres to 7.5 acres. The total size of the existing Park is 25.5 acres. In addition to those parcels, the medians along W. Shoreline Dr. are also considered to be part of the Park. However, because those areas are not accessible and do not currently provide recreation resources, they are not shown on Figure 3-1 as parcels within the Park.

3.3.3 Access to Cesar E. Chavez Park

Access to the Park varies. As shown on Figure 3-1, pedestrian and vehicle access is available to the part of the Park with the Teen and Senior Center from N. Golden Ave. and 6th St. Access to the block of the Park west of Cesar E. Chavez Elementary School is available from 3rd St. In addition, as shown on Figure 3-1, students can access that part of the Park by walking west from the school grounds to the Park. There is no access to the remaining parcels in the Park because those parcels are bounded by major streets that do not currently provide opportunities for vehicular or pedestrian access to those parts of the Park.

Cesar E. Chavez Park is open from 9:00 a.m. to 7:00 p.m. Monday through Friday and 12:00 p.m. to 4:00 p.m. on Saturdays.

Because the Park is open to the public and no entry fees are required, it is not possible to provide an estimate of the number of users of this facility.

3.3.4 Amenities and Facilities at Cesar E. Chavez Park

The following recreation facilities and amenities are provided at Cesar E. Chavez Park:

- Community Center (Teen Center and Senior Center)
- Amphitheater for plays, concerts, weddings, and children’s programs
- Two half-court basketball courts
- Large meadow

- Playgrounds
- Weight room (in the Community Center)
- Restrooms (in the Community Center)
- Picnic area
- Green space and passive play areas
- Programs for small children, youth and teen recreation, and seniors (in the Community Center)
- On-site parking at the Teen and Senior Center and on the east side of the Park property, with access to both areas from W. Shoreline Dr.

Figure 3-1 shows the locations of these amenities in Cesar E. Chavez Park.

Cesar Chavez Elementary School is on the northeast corner of the intersection of Golden Ave. and Broadway, as shown on Figure 3-1. The City of Long Beach and the Long Beach Unified School District have a shared use agreement regarding joint uses of part of Cesar E. Chavez Park and facilities at Cesar Chavez Elementary School as follows:

- The block of Cesar E. Chavez Park immediately west of the school is closed to the public during school hours and is used as a play area for Cesar Chavez Elementary School, which opened in 2005.
- The school parking lot is jointly used.
- The multipurpose cafeteria/auditorium room at the school includes a gymnasium that is open to the public outside school hours.

As shown on Figure 3-1, there are two half-court basketball courts in the Park, in the northwest corner of the block of the Park west of the school. The basketball courts are available for use by the students and, after school hours, by members of the general public. The sidewalk from 3rd St. south that turns west into this part of the Park provides access to the basketball courts for both students and park visitors.

3.3.5 Planned Improvements at Cesar E. Chavez Park

The City of Long Beach is planning several proposed improvements at this Park, including:

- Providing a direct connection from the Park to the Los Angeles River Trail
- Converting an existing empty building into part of the Teen and Senior Center
- Converting a meadow to a soccer field

The City's plans for improvements at this Park acknowledge and are consistent with the proposed I-710 Corridor Project, including the project features to replace the Shoemaker Bridge over the Los Angeles River and realign Shoreline Dr. in the Park. Specifically, the City's plans include the incorporation of the street rights-of-way that would be abandoned after the realignment of Shoreline Dr. into the park boundary and the consolidation of the existing six discontinuous parcels and those abandoned street rights-of-way into three larger, more functional parcels. It is anticipated that the City will initiate the design and implementation of the park improvements described above when the design of the I-710 Corridor Project is more refined.

In addition to these specific improvements at Cesar E. Chavez Park, the City of Long Beach is conducting the planning process for the Drake/Chavez Greenbelt project. The Draft Master Plan for that approximately 50-acre proposed park, shown on Figure 3-2, 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.

3.3.6 Relationship of Cesar E. Chavez Park to Other Recreation Resources

As shown on Figures 3-1 and 3-2, Cesar E. Chavez Park is an individual park with no existing direct relationship or connection to other recreation resources in the city of Long Beach. Some of the recreation resources in the vicinity of this Park are:

- **Los Angeles River Trail:** The Los Angeles River Trail extends north-south along the east bank of the Los Angeles River, west of this Park and west of W. Shoreline Dr., as shown on Figures 3-1 and 3-3. This Trail is described later in Section 3.6, Los Angeles River Trail and Rio Hondo Trail (LARIO Trail Segment). Trail users can access the Park at 6th St. and N. Golden Ave.
- **Golden Shore Recreational Vehicle Park:** This privately owned and operated recreational vehicle (RV) park at 101 Golden Shore Ave., south of Cesar E. Chavez Park

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N

GREENBELT USE AREA MAP

LEGEND

A CESAR CHAVEZ/GREENBELT LINK
- SKATE PARK AND COMMUNITY PLAZA
- 2 – ADULT BASKETBALL COURTS
- LOCKABLE GATE TO EXISTING BUILDING (606 SAN FRANCISCO AVE.)
- SOCCER FIELD AT CESAR CHAVEZ PARK
- RIVER TRAIL SYSTEM ACCESS

B THE BOARDWALK
- PROVIDES THE PRIMARY PEDESTRIAN CIRCULATION CONNECTING DOWNTOWN LONG BEACH TO THE COMMUNITY & URBAN NATURE CENTER, "DRAKE PARK," LOS ANGELES RIVER TRAIL SYSTEM AND ANAHEIM ST.
- MULTI USE (WALKING, JOGGING & BICYCLING)
- SPECTACULAR VIEWING OPPORTUNITIES
- SECURITY AND MAINTENANCE VEHICLE ACCESS

C COMMUNITY & URBAN NATURE CENTER
- MULTI-LEVEL BUILDING STRUCTURE
- TRAIL SYSTEM ACCESS
- ENTRY PLAZA WITH PICNIC TABLES & SEATING
- CHILDRENS "NATURE THEMED" PLAYGROUND
- BASKETBALL COURT
- PICK UP / DROP OFF AND BUS PARKING
- GREENBELT IDENTIFICATION MARKER

D WETLANDS
- TIDAL MARSH (2 ACRES)
- WILDLIFE OBSERVATION STATION
- PLANTED WALKING PATH
- INTERPRETIVE EXHIBITS & SIGNAGE
- TRAIL SYSTEM ACCESS
- TIDAL GATE (OPEN FOR TIDAL FLUSHING)
- EXCAVATED SOILS TO BE USED TO ELEVATE SOCCER FIELDS

E COMMUNITY GARDENS
- COMMUNITY GARDEN PLOTS
- PERIMETER FENCING / CONTROLLED ACCESS
- SMALL GROUP EDUCATIONAL AREAS
- 2 - GARDEN SHELTERS
- RESTROOM
- OPEN LAWN SPACE
- WALKING PATHS
- GREENBELT IDENTIFICATION MARKER

F DE FOREST AVENUE
- ACCESS TO TRAIL SYSTEM
- PICNICKING & BBQ AREAS
- 2 - PARK SHELTERS

G GREENBELT DOWNTOWN TRAIL LINK
- LOS ANGELES RIVER TRAIL SYSTEM ACCESS

H PARKWAY
- TWO-WAY VEHICULAR ACCESS FROM DE FOREST AVENUE TO 7th STREET
- ONE WAY VEHICULAR ACCESS FROM 7th ST. TO CESAR CHAVEZ PARK
- TRAFFIC CALMING CIRCLES
- ACCENT FEATURES IN TURN-AROUNDS
- BIO SWALE ALONG PARKWAY EDGE
- EMERGENCY ACCESS ONLY OFF CHESTER PLACE

I DRAKE PARK
- COMMUNITY INSPIRED DESIGN
- HISTORIC DESIGN ELEMENTS
- RESTROOM
- PROVENANCE WALK WITH ARBOR STRUCTURE
- GRAFFITI AND PARK SECURITY
- RE-ALIGNED STREET CROSSING AT LOMA VISTA
- PICNICKING & BBQ AREAS
- EXISTING TENNIS COURTS
- PLAYGROUND AND WATER SPRAY PLAY AREA

J RECREATION FIELDS
- LIT MULTI-SOCCER FIELDS (150 x 240)
- PARK SHELTERS
- RESTROOM
- 3 - HANDBALL COURTS

K LOMA VISTA CORRIDOR
- RE-ALIGNED LANDSCAPE CORRIDOR
- ACCESS TO ANAHEIM STREET
- ACCESS TO LOMA VISTA PARK
- GREENBELT IDENTIFICATION MARKER

SYMBOL	DESCRIPTION
	LOS ANGELES RIVER TRAIL
	LOS ANGELES TRAIL SYSTEM ACCESS
	PEDESTRIAN ACCESS
	SHADE OR PICNIC SHELTER
	RESTROOM
	PEDESTRIAN BRIDGE CROSSING
PH	PUMP HOUSE

PARKING

LOCATION	STANDARD PARKING	ACCESSIBLE PARKING	EVENT PARKING
COMMUNITY & URBAN NATURE CENTER:	79	7	3
BOARDWALK:	102	5	
COMMUNITY GARDENS:	63	3	
CESAR CHAVEZ PARKING STREET:	37	2	
12th PARISH AVENUE:	46	4	
LOMA VISTA DRIVE:	35	2	
SAINT JAMES STREET:	24	1	
TOTAL PARKING SPACES:	406	24	3

FIGURE 3-2

0 150 300
FEET

SOURCE: City of Long Beach Website accessed 12-12-11

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I-710 Corridor Project EIR/EIS

Drake/Chavez Greenbelt Draft Master Plan

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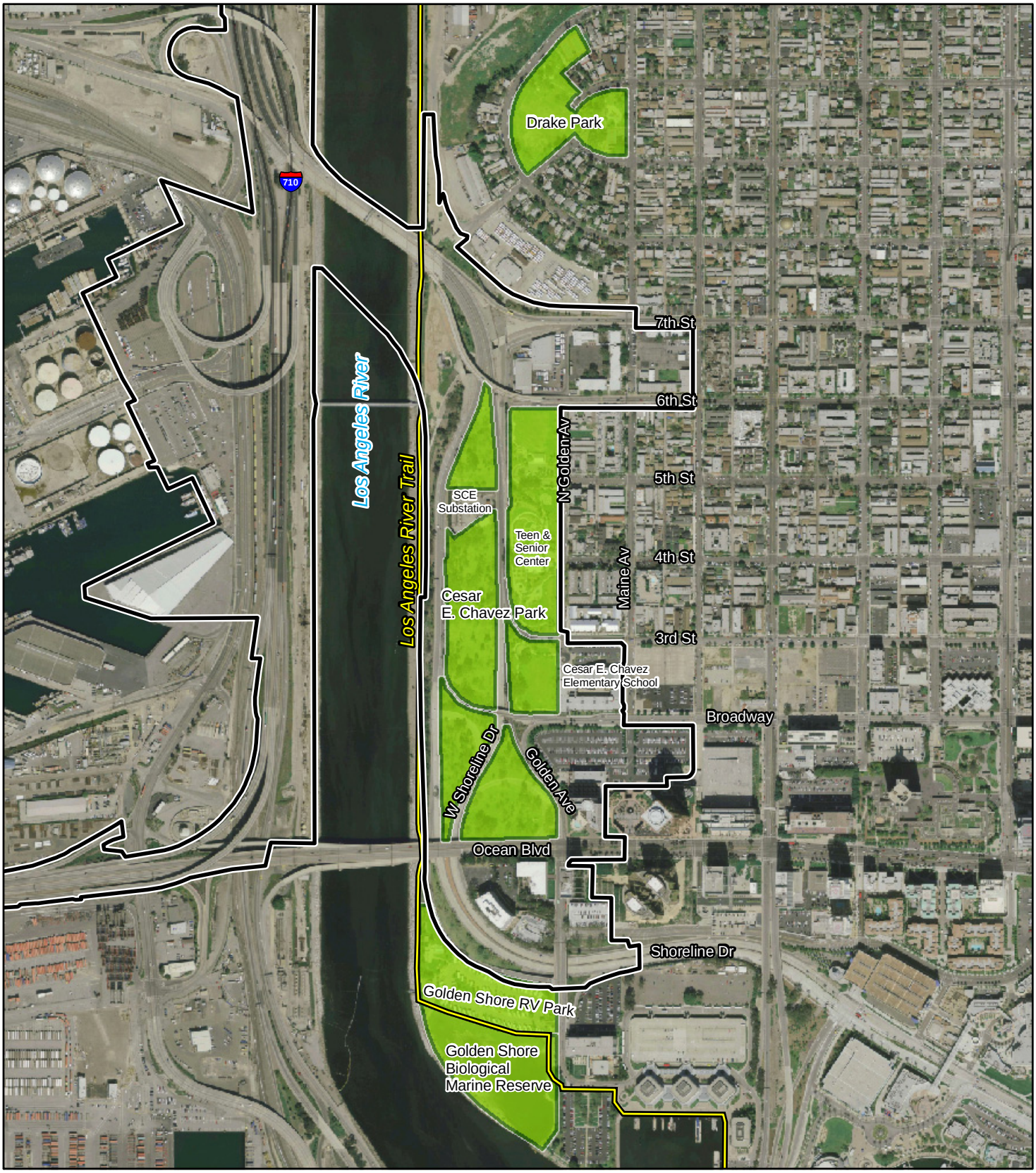

FIGURE 3-3

LEGEND

- Study area
- Existing parks
- Los Angeles River Trail

N

0 375 750
FEET

SOURCE: DigitalGlobe (4/08); TBM (2008); City of Long Beach (2009)

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I-710 Corridor Project EIR/EIS

Other Recreation Resources in the Vicinity of Cesar E. Chavez Park

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and Ocean Blvd., is south of and outside the right-of-way limits for Alternatives 5A and 6A/B/C. Because it is outside the right-of-way limits for the project and is privately owned, it does not trigger the requirements for protection under Section 4(f). Therefore, it is not considered further in this report.

- **Golden Shore Marine Biological Reserve Park:** As shown on Figure 3-3, this Reserve Park is a sanctuary for birds and aquatic life and includes interpretive signs and viewing scopes. It is south of Ocean Blvd. and outside the right-of-way limits for Alternatives 5A and 6A/B/C. Because it is outside the right-of-way limits for the project, the build alternatives do not trigger the requirements for protection under Section 4(f) for this Reserve Park. Therefore, it is not considered further in this report.

- **Drake Park:** This existing Park is west of Maine Ave., between 9th and 10th Sts., as shown on Figures 3-2 and 3-3. This Park is approximately two blocks north of Cesar E. Chavez Park and is outside of, but adjacent to, the right-of-way limits for the build alternatives. The proposed Drake/Chavez Greenbelt Project would connect this Park with Cesar E. Chavez Park, as well as to the Los Angeles River Trail and other recreational and public amenities, as shown on the Drake Park/Chavez Greenbelt Master Plan in Figure 3-2. Because this existing Park is outside the limits for the project, the build alternatives do not trigger the requirements for protection under Section 4(f) for this park. Therefore, it is not considered further in this report.

  The features shown in the Drake/Chavez Greenbelt Project Master Plan on Figure 3-2 in and near the project limits are planned but not existing features. The City of Long Beach is preparing the Master Plan concurrently with the planning for the I-710 Corridor Project. As result, the build alternatives are not expected to adversely affect those planned features and, therefore, do not trigger the requirements for protection under Section 4(f) for the planned Drake/Chavez Greenbelt. Therefore, the Drake/Chavez Greenbelt Master Plan is not considered further in this report.

3.4 BANDINI PARK/BATRES COMMUNITY CENTER

As described later in Chapter 6.0, Alternatives 5A and 6A/B/C all include an elevated structure passing over the northwest corner of Bandini Park (widening of the I-710 structure under Alternative 5A and construction of a new I-710 northbound to I-5 northbound connector under Alternatives 6A/B/C). That elevated structure would require a permanent aerial easement over the part of the Park under the elevated structure. As a result, Bandini Park/Batres Community Center was identified as subject to protection under the requirements of Section 4(f). The location of Bandini Park/Batres Community Center is shown on Figure 3-4 and the park is described in the following sections.

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FIGURE 3-4

LEGEND

Bandini Park Boundary

N

0 50 100

FEET

SOURCE: Bing (2009)

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I-710 Corridor Project EIR/EIS

Bandini Park / Batres Community Center

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3.4.1 Owner/Operator of Bandini Park/Batres Community Center

Bandini Park/Batres Community Center is a 3.1-acre community park owned and operated by the City of Commerce.

3.4.2 Location of Bandini Park/Batres Community Center

Bandini Park/Batres Community Center is at 4725 Astor St. in the city of Commerce. The Park is generally bordered on the north by the UP Railroad rail yard; on the west by I-710; on the south and northeast by residential uses; and on the southeast and east by Hepworth Ave. and Astor Ave., respectively, as shown on Figure 3-4.

3.4.3 Access to Bandini Park/Batres Community Center

As shown on Figure 3-4, vehicle and pedestrian access to Bandini Park is available via Hepworth and Astor Aves. There is no access to the Park from the UP Railroad rail yard area or I-710 to the west.

Because Bandini Park is open to the public and no entry fees are required, it is not possible to provide an estimate of the number of users of this facility.

The Park is open to use by residents and other visitors to the area on weekdays from 10:00 a.m. to 8:30 p.m. and on weekends from 10:00 a.m. to 5:00 p.m. During the summer months, the Park is open on weekends from 10:00 a.m. to 7:00 p.m.

3.4.4 Amenities and Facilities at Bandini Park/Batres Community Center

The following recreational facilities, amenities, and programs are provided at Bandini Park:

- One full-court basketball court and volleyball courts
- Children's wading/spray pool, which is only open during the summer
- Fields for flag football, soccer, and softball
- Three picnic shelters with barbeque pits
- Playground area
- Organized youth sports in basketball, flag football, soccer, softball, and volleyball
- Fitness zone

- Community Center
- Parking lot

The locations of these amenities in Bandini Park are shown on Figure 3-4.

In addition, the Batres Community Center provides the following facilities, amenities, and programs in the Community Center building:

- Meeting room
- Kitchen facility
- Preschool room
- Arts and crafts/ceramics room
- Television viewing room
- Day camp room
- Recreational lobby
- Recreational programs and activities including a preschool program, children's and adults' arts and crafts, afterschool recreational program, ceramics, exercise, and organized youth programs

3.4.5 Planned Improvements at Bandini Park/Batres Community Center

There are no known improvements planned at Bandini Park/Batres Community Center.

3.4.6 Relationship of Bandini Park/Batres Community Center to Other Recreation Resources

As shown on Figure 3-4, Bandini Park/Batres Community Center is an individual community park in the city of Commerce with no direct relationship or connection to other recreation resources in the city. There are no parks, bicycle lanes, trails, or other recreational facilities in the vicinity of Bandini Park.

3.5 Parque Dos Rios

As described later in Chapter 4.0, Impacts on Parque Dos Rios, Alternatives 5A and 6A/B/C would permanently use land from Parque Dos Rios. As a result, 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 3-5 and is described in the following sections.

Parque Dos Rios is currently under construction and is not yet open to the public. Parque Dos Rios is expected to be open to the public in late 2012/early 2013.

3.5.1 Owner/Operator of Parque Dos Rios

This Park is being funded by the 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, it 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.

3.5.2 Location of Parque Dos Rios

As shown on Figure 3-5, the site for the 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.

3.5.3 Access to Parque Dos Rios

There is currently no public access provided 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 will 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.

3.5.4 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:

- Los Angeles River Trail
- Overlook decks (with seating areas, picnic table, drinking fountain, bike rack)

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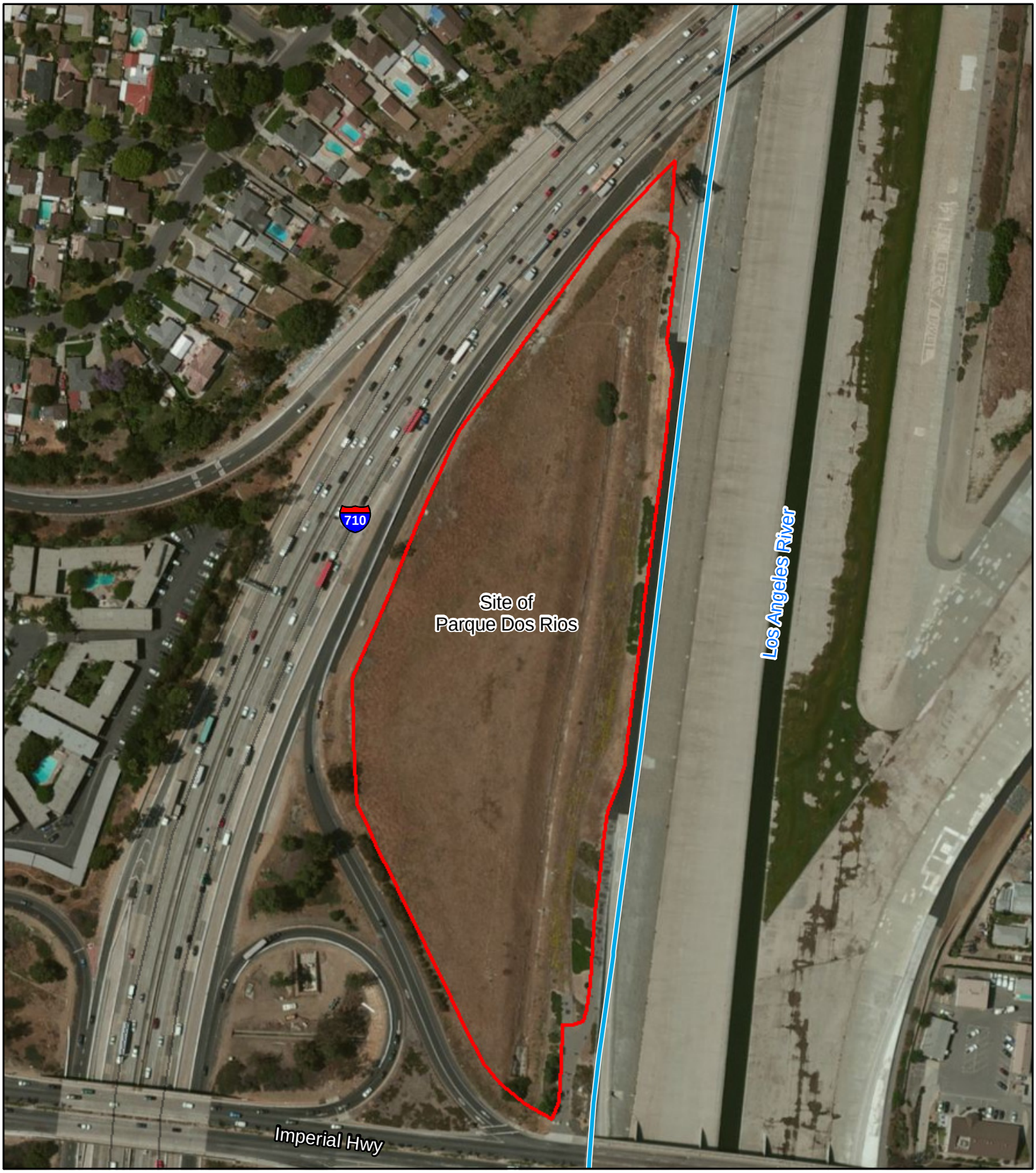

FIGURE 3-5

LEGEND

Boundary of park site (8.6 acres)

Los Angeles River Trail

N

0 100 200

Feet

SOURCE: DigitalGlobe (4/08); METRO (2006)

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I-710 Corridor Project EIR/EIS

Location of Parque Dos Rios

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- Coastal sage scrub habitat area for birds and animals
- Raptor perches
- Decorative fencing
- Bilingual interpretive signs on 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 3-6.

3.5.5 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 3-6.

3.5.6 Relationship of Parque Dos Rios to Other Recreation Resources

As shown on Figures 3-5 and 3-6, 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 below in Section 3.6. 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 recreation resources in the immediate vicinity of Parque Dos Rios.

3.6 Los Angeles River Trail and Rio Hondo Trail (LARIO Trail)

The Los Angeles River and Rio Hondo Trails are multiuse bike trails that together are referred to as the LARIO Trail. The LARIO Trail system extends approximately 22 miles along the Los Angeles River and the Rio Hondo Channel. The alignments of these two trails are shown on Figure 3-7 and are described in the following sections.

3.6.1 Los Angeles River Trail

3.6.1.1 Owner/Operator of the Los Angeles River Trail

This Trail is owned by the County of Los Angeles and is operated by the Los Angeles County Department of Public Works and Parks and Recreation.

3.6.1.2 Location of the Los Angeles River Trail

The Los Angeles River segment of the LARIO Trail extends from where the Rio Hondo River joins the Los Angeles River in the city of Lynwood, just south of John Anson Ford Park, and

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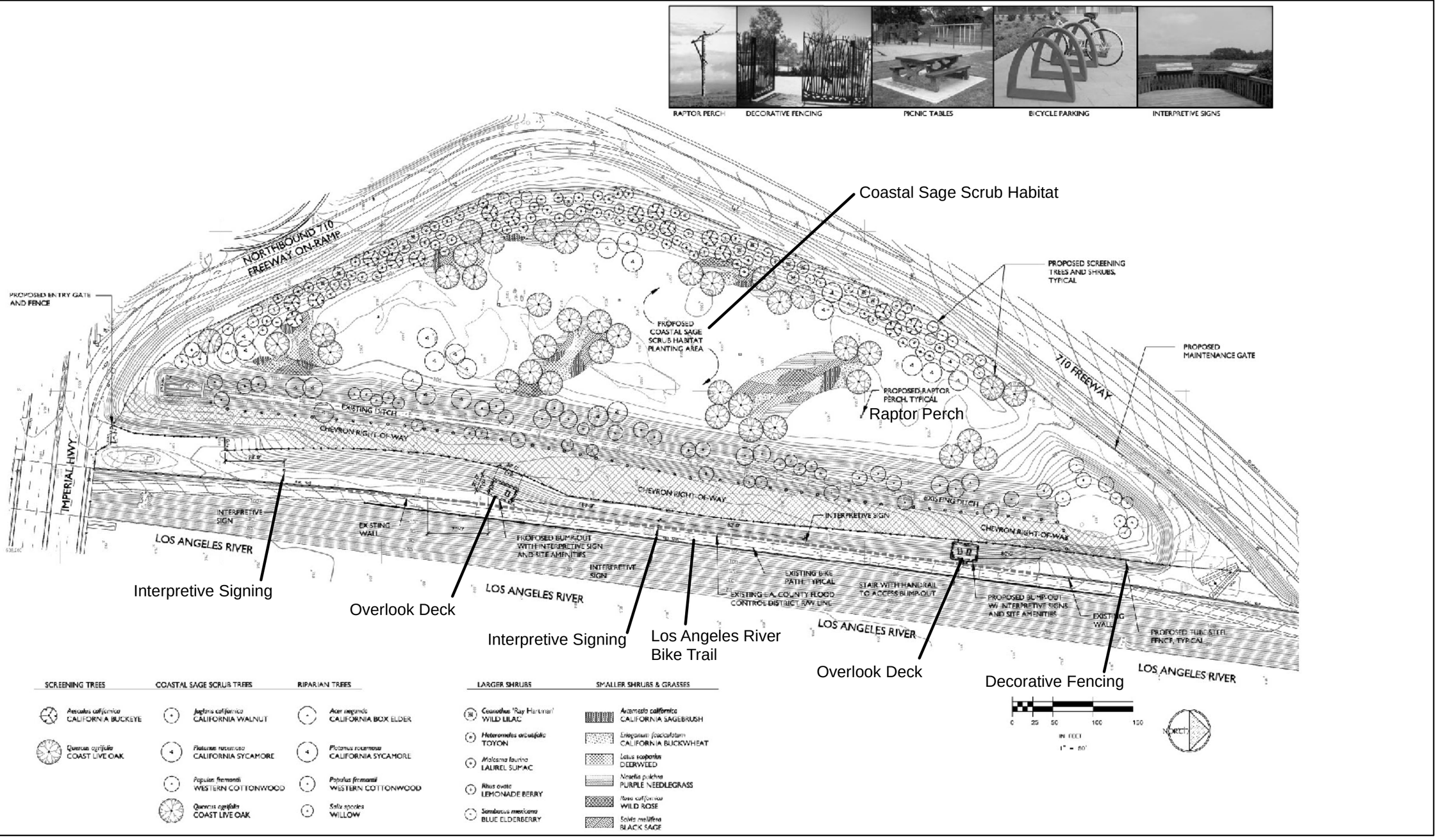

FIGURE 3-6

0 50 100
FEET

SOURCE: DigitalGlobe (4/08); WCA (2012)

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I-710 Corridor Project EIR/EIS

Site Plan for Parque Dos Rios

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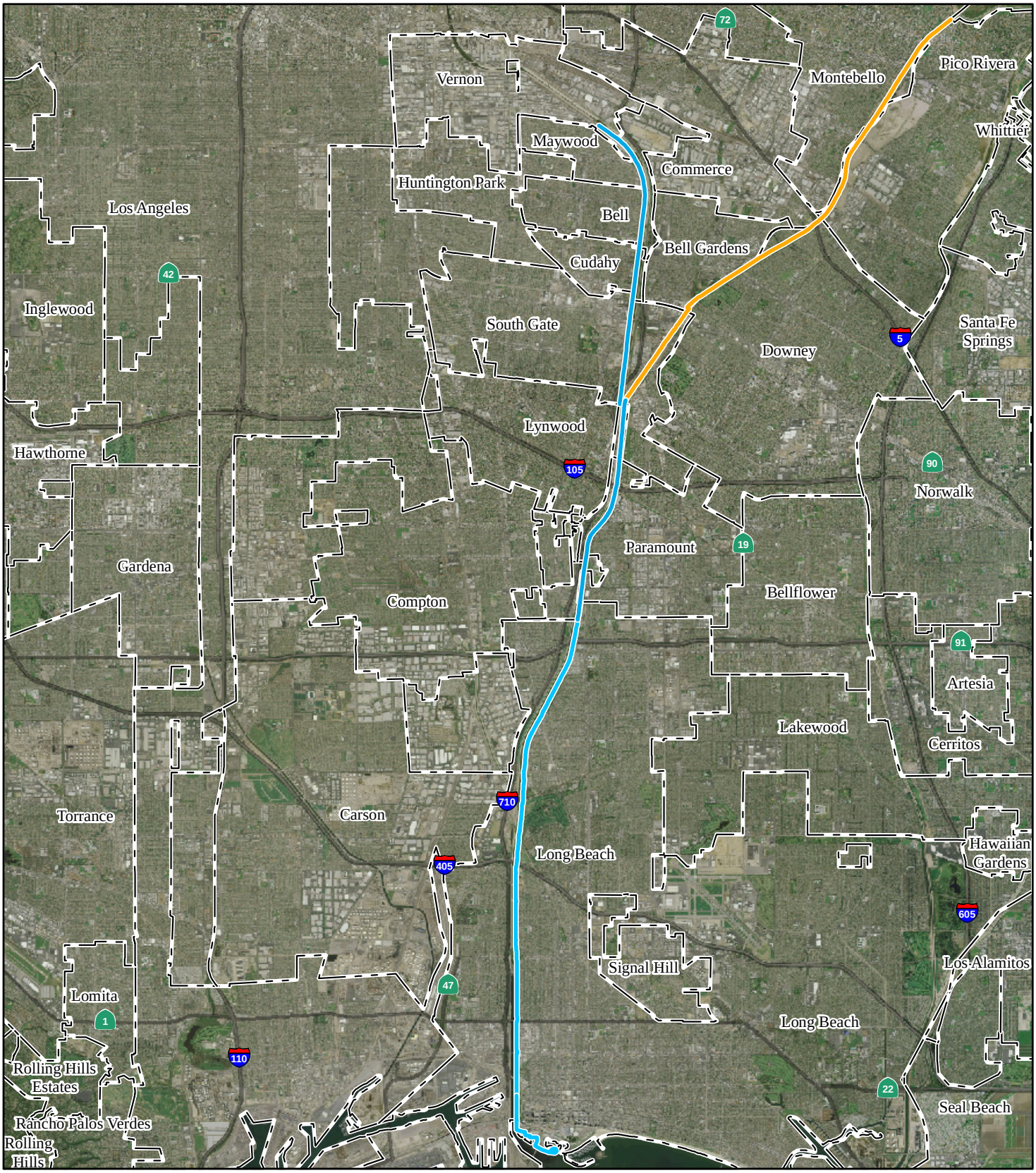

FIGURE 3-7

LEGEND

Los Angeles River Trail

Rio Hondo Trail

N

0 1 2

Miles

SOURCE: DigitalGlobe (4/08); METRO (2006)

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I-710 Corridor Project EIR/EIS

Regional Trails

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continues south to its terminus at the Pacific Ocean in the city of Long Beach. The alignment of the Los Angeles River Trail parallels much of the existing alignment of I-710, as shown on Figure 3-7.

3.6.1.3 ACCESS TO THE LOS ANGELES RIVER TRAIL

The Los Angeles River Trail can be accessed at local street crossings along the alignment of the Trail, as well as from public parks adjacent to the Trail. Because the Trail crosses many local streets with bus service operated by the Los Angeles County Metropolitan Transportation Authority (Metro), Trail users can also use buses with bicycle racks to travel to locations on local streets where they can access the Trail. In addition, once the Parque Dos Rios is open to the public, trail users will be able to access the Trail from that Park.

Because this Trail is open to the public and no entry fees are required, it is not possible to provide an estimate of the number of users of this facility.

3.6.1.4 AMENITIES AND FACILITIES AT THE LOS ANGELES RIVER TRAIL

The Los Angeles River Trail is a Class 1 Bikeway, which is a paved trail in right-of-way separate from any roads. Painted mile markers on the pavement and signing for upcoming local street crossings are provided.

3.6.1.5 PLANNED IMPROVEMENTS AT THE LOS ANGELES RIVER TRAIL

There are no known improvements planned for the Los Angeles River Trail.

3.6.1.6 RELATIONSHIP OF THE LOS ANGELES RIVER TRAIL TO OTHER RECREATION RESOURCES

The Los Angeles River Trail is adjacent to or in the vicinity of a number of parks and recreation resources. Figure 3-8 shows the alignment of the Los Angeles River and Rio Hondo Trails and parks and other recreation resources adjacent to or in the vicinity of these trails and the I-710 Corridor Study Area.

3.6.2 RIO HONDO TRAIL

3.6.2.1 OWNER/OPERATOR OF THE RIO HONDO TRAIL

This Trail is owned by the County of Los Angeles and is operated by the Los Angeles County Department of Public Works and Parks and Recreation.

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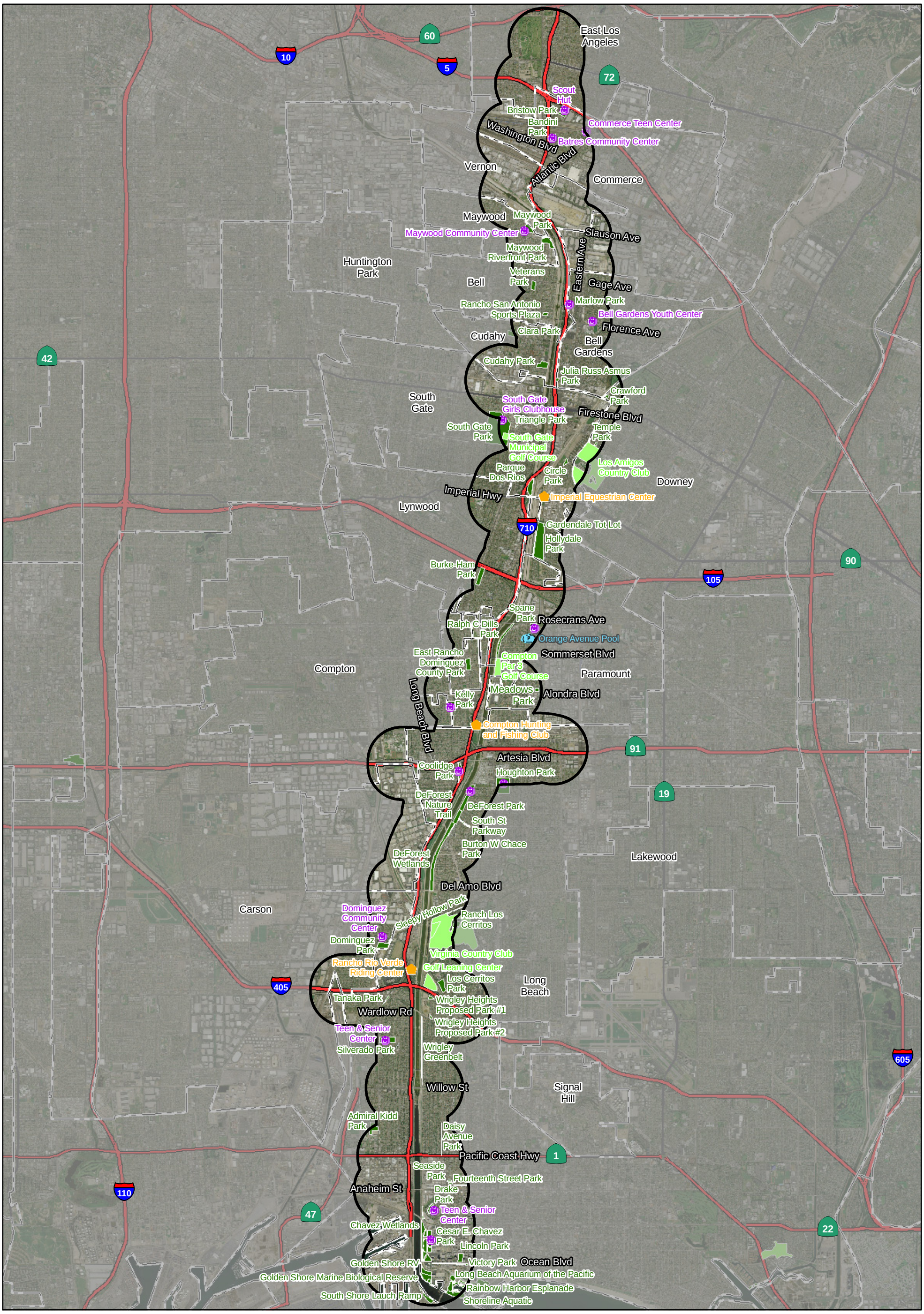

FIGURE 3-8

LEGEND

- I-710 Focus Area
- Park
- Golf Course
- Community Center
- Community Pool
- Other Facility

0 3500 7000
FEET

SOURCE: DigitalGlobe (2008); TBM (2008); City of Long Beach (2009)

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I-710 Corridor Project EIR/EIS

Park and Recreation Facilities in the I-710 Corridor Study Area

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3.6.3 LOCATION OF THE RIO HONDO RIVER TRAIL

The Rio Hondo Trail segment of the LARIO Trail extends north from its confluence with the Los Angeles River Trail, along the Rio Hondo Channel, to its terminus near the Whittier Narrows Dam as shown on Figure 3-7.

3.6.3.1 ACCESS TO THE RIO HONDO TRAIL

The Rio Hondo Trail can be accessed at a number of local street crossings along the alignment of the Trail. In addition, because the Trail passes near the El Monte Bus Station, the station provides a convenient location for transit patrons to access this and other bicycle trails in the area. Many of the buses operated on Metro bus lines serving the El Monte Station have bicycle racks that allow bicyclists to load their bicycles on the buses.

Parking for Trail users is available at the Peck Road Water Conservation Park; on Live Oak Ave. in the city of Arcadia, between Hempstead Ave. and 8th Ave. at the entrance to the Arcadia Par 3 Golf Course; at the Whittier Narrows Recreation Area at the intersection of Loma Ave. and Rush St. in the city of El Monte; and at the El Monte Bus Station.

Because this Trail is open to the public and no entry fees are required, it is not possible to provide an estimate of the number of users of this facility.

3.6.3.2 AMENITIES AND FACILITIES AT THE RIO HONDO TRAIL

The Rio Hondo Trail is Class 1 Bikeway, which is a paved trail in right-of-way separate from any roads. Painted mile markers on the pavement and signing for upcoming local street crossings are provided.

3.6.3.3 PLANNED IMPROVEMENTS AT THE RIO HONDO TRAIL

There are no known planned improvements to this Trail at this time.

3.6.3.4 RELATIONSHIP OF THE RIO HONDO TRAIL TO OTHER RECREATION RESOURCES

As shown on Figure 3-8, some of the resources along the alignment of this Trail are Peck Road Water Conservation Park, Whittier Narrows Recreation Area, and the San Gabriel River bicycle path.

3.7 Union Pacific Railroad Rail Lines

Figure 3-9 shows the two segments of the UP Railroad in the APE that are eligible for the National Register and which, therefore, were identified as subject to protection under the requirements of Section 4(f). They are described below:

- **C-Los Angeles-A1 Railroad Segment (UP Railroad/SP Railroad, 19-186110/P-30-176630):** This segment of this rail line, which is in the city of South Gate, was constructed starting in the 1870s and found to be eligible for the National Register in 1999 under Criteria A and B. The rail lines on this segment at their crossing of I-710 will be realigned by the project.

- **C-Los Angeles-A1 Railroad Segment (UP Railroad/SP Railroad, 19-186112):** This segment of this rail line, in the city of Commerce, was constructed starting in the 1870s and found to be eligible for the National Register in 1999 under Criteria A and B. The project would not affect the rail lines at this location.

These standard gauge segments of these railroad lines are currently owned by the UP Railroad. Features associated with the UP Railroad in Los Angeles County include the main rail lines (the segments on Figure 3-9 are on main lines), sidings, spurs, and rail yards. Many of the historic rail lines in this part of California were built by other companies and were first acquired by the Southern Pacific Railroad Company, which operated the lines as the Southern Pacific Company of Kentucky starting in 1884. The holdings of the Southern Pacific Railroad Company, including its rail lines in southern California, were acquired by the UP Railroad in the 1990s. Some segments of the UP Railroad rail lines in this area were additions to the first transcontinental railroad. As a result, the modern UP Railroad rail system is made up of a number of other smaller historic railroads that moved goods to/from ports in southern California and also allowed for the migration of large numbers of people from elsewhere in the United States to areas in the west, including southern California. This system of railroads is also associated with a number of important historical figures in California, including Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker. As a result, the rail lines described above were determined to be eligible for the National Register under Criteria A and B in 1999 with SHPO concurrence.

3.8 Boulder Dam-Los Angeles 287.5 kilovolt (kV) Transmission Lines

Figure 3-10 shows the segments of the Boulder Dam-Los Angeles Transmission Lines (two parallel electrical transmission circuits carried on steel lattice towers) at their crossings over I-710. These segments of the Transmission Lines are in the APE for the I-710 Corridor Project and are eligible for the National Register. Therefore, the Transmission Lines are subject to protection under the requirements of Section 4(f).

LEGEND

Segments of National Register-eligible UP Railroad lines in the I-710 study area

FIGURE 3-9

I-710 Corridor Project EIR/EIS

Historic Railroad Segments

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0 1700 3400
Feet

SOURCE: Bing (2009)

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FIGURE 3-10

LEGEND

Towers

Transmission Lines

N

0 100 200

Feet

SOURCE: Bing (2009)

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I-710 Corridor Project EIR/EIS

Boulder Dam - Los Angeles Transmission Lines

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The Transmission Lines extend approximately 270 miles from Hoover Dam on the Nevada side of the Colorado River to the Century Receiving Station near Watts in Los Angeles County. An approximately 40-mile-long segment of the Transmission Lines is located in Los Angeles County. As shown on Figure 3-10, the Transmission Lines cross I-710 south of the interchange at Firestone Boulevard in the city of South Gate.

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. Double circuit towers were constructed only on the segment of the Transmission Lines in Los Angeles County. As a result, no switching stations were needed in Los Angeles County. The Century Receiving Station, which is an historic component of the Transmission Lines, includes the control house building, an oil house, and the yard, which contains switch racks, a counterpoise grid, and overhead round wires. The Century Receiving Station was constructed in 1926 and was upgraded to accommodate the higher voltages coming from the Transmission Lines. High voltage power is stepped down at the Century Receiving Station for distribution throughout the city of Los Angeles.

The Transmission Lines were determined to be eligible for the National Register under the following criteria:

- Criterion A for (1) their association with Hoover Dam, a National Historic Landmark and a water reclamation and irrigation project of exceptional importance to the American southwest and (2) the industrial, economic, and urban development that occurred in metropolitan Los Angeles from the mid-1930s through the 1940s.

- Criterion C for their unique engineering and structural characteristics within the context of the development of point-to-point high power transmission in California. The Transmission Lines represent a high level of achievement in point-to-point high voltage power transmission that remained unsurpassed for many years.

3.9 DALE'S DONUTS (4502 ALONDRA BLVD.)

Dale's Donuts, at 4502 Alondra Blvd. in the city of South Gate (APN 7301-001-001), was determined to be eligible for both the National Register and the California Register due to its architectural type and style and also for its social and cultural associations to the community. The structure on this property is an example of Programmatic Architecture that consists of a 32.5-foot-diameter donut on the roof of a one-story commercial building. It was found to be eligible for the National Register under Criterion C. It is significant at the local level under Criterion C as a rare example of Programmatic Architecture. The location of Dale's Donuts is shown on Figure 3-11.

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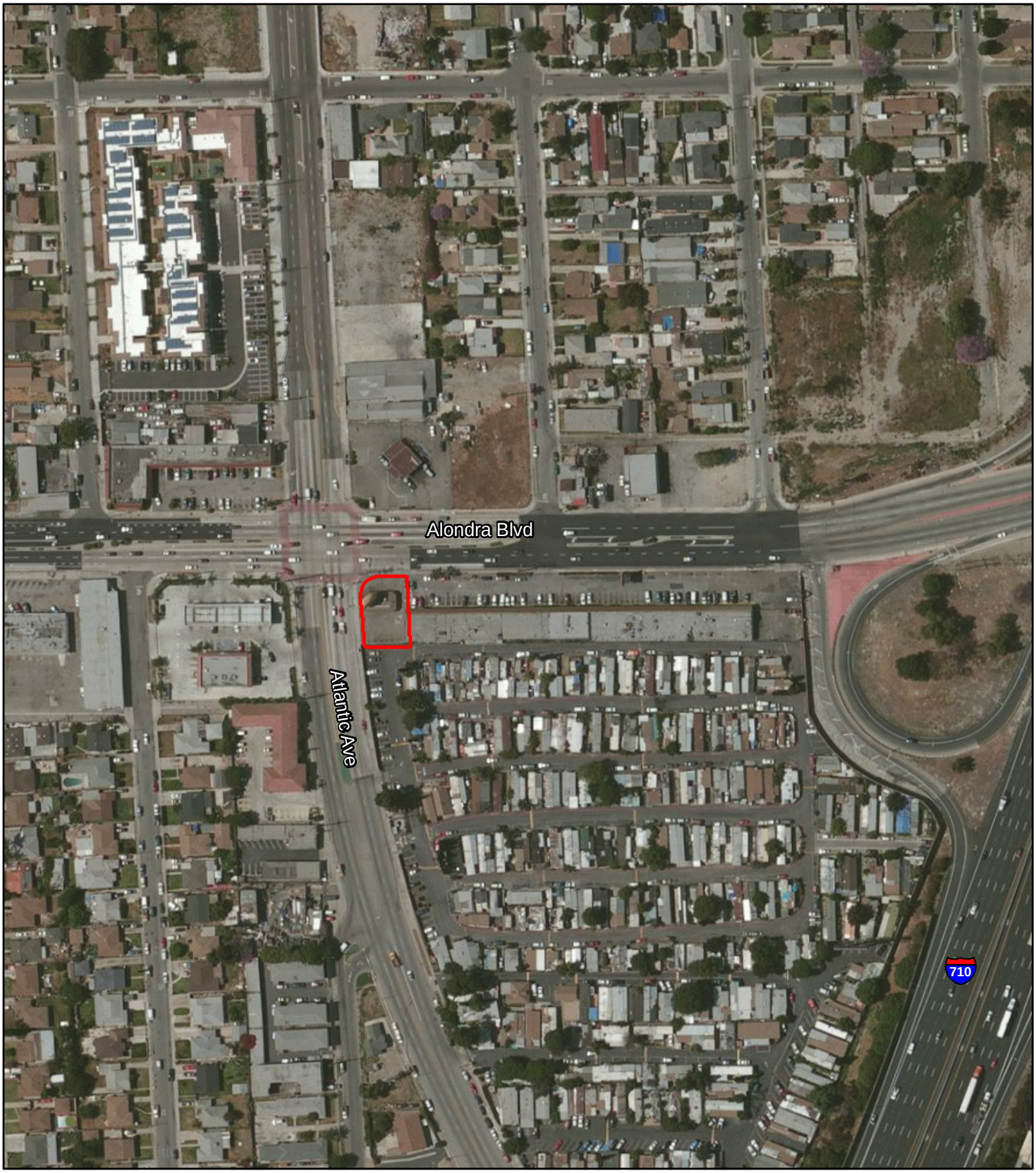

FIGURE 3-11

LEGEND

Boundary of Dale's Donuts

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Feet

SOURCE: Bing (2009)

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I-710 Corridor Project EIR/EIS

Location of Dale's Donuts

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4.0 IMPACTS ON PARQUE DOS RIOS

4.1 OVERVIEW

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 nonhighway 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. The land ownership does not change, and the land is returned to its original, or better, condition at the end of the temporary use and returned to the original owner (23 CFR 771.13(d)).

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).

The Section 4(f) properties described in Chapter 3.0 were evaluated to assess the amount of land, if any, that would be permanently used at each property or for permanent easements by each build alternative. This was determined by overlaying the alternative right-of-way limits on the boundaries of the Section 4(f) properties and calculating the total areas anticipated to be used. Similarly, areas of elevated project structures were overlain on the boundaries of the Section 4(f) properties to determine whether the build alternatives would require permanent

aerial easements over those properties. Surface easements were assessed to determine whether any areas identified as permanent easements at ground level were within the boundaries of the Section 4(f) properties.

The properties meeting the criteria for protection under Section 4(f) were evaluated to determine whether the I-710 Corridor Project 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 proposed 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 I-710 Corridor Project 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 I-710 Corridor Project build alternatives were determined not to result in constructive use of any properties potentially protected under Section 4(f).

Based on the locations of the properties discussed in Chapter 3.0, and the boundaries and uses at those properties, the I-710 Build Alternatives would result in the following effects at those properties:

- **Parque Dos Rios:** The Build Alternatives would result in the permanent use of land from this Section 4(f) property which requires evaluation in compliance with the requirements of Section 4(f). Those project effects are evaluated in detail in this chapter.

- **Cesar E. Chavez Park:** The Build Alternatives would result in the permanent use of land from this Park, but would replace that land and would result in a consolidated, slightly larger, and more functional Park. Those effects are discussed in detail later in Chapter 6.0, Preliminary De Minimis Determinations.

- **Bandini Park/Batres Community Center:** The Build Alternatives would result in a small permanent aerial easement over part of this Park. That minimal effect is discussed in detail later in Chapter 6.0.

- **Los Angeles River and Rio Hondo Trails:** The Build Alternatives would result in temporary occupancies of these Trails that would not trigger the requirements for protection under Section 4(f). Those temporary occupancies are discussed in detail in Chapter 7.0, Other Resources Evaluated.

- **Union Pacific Railroad Lines:** The Build Alternatives would have No Adverse Effects on this historic resource and, therefore, the project preliminarily has been determined to result in a de minimis impact on this property, as discussed in Chapter 6.0.
- **Boulder Dam-Los Angeles Transmission Lines:** The Build Alternatives would have No Adverse Effects on this historic resource and, therefore, the project preliminarily has been determined to result in a de minimis impact on this property, as discussed in Chapter 6.0.
- **Dale's Donuts:** The Build Alternatives would have No Adverse Effects on this historic resource and, therefore, the project preliminarily has been determined to result in a de minimis impact on this property, as discussed in Chapter 6.0.

4.2 Impacts on Parque Dos Rios Under Alternative 1: No Build Alternative

Alternative 1 does not propose the construction and operation of any I-710 Corridor improvements. Therefore, Alternative 1 would not result in the permanent use of land from Parque Dos Rios, or any permanent easements, TCEs, or other temporary uses of land at Parque Dos Rios.

4.3 Project Effects at Parque Dos Rios

4.3.1 Permanent Use of Land from Parque Dos Rios

As shown in Table 4-1 and on Figure 4-1, Alternative 5A would result in the permanent use of 5.97 acres of land from the west side of Parque Dos Rios. As shown in Table 4-1 and on Figure 4-2, Alternatives 6A/B/C would result in the permanent use of the entire 8.6 acres of land at Parque Dos Rios.

4.3.2 Permanent Aerial Easement at Parque Dos Rios

Alternatives 5A and 6A/B/C would not require any permanent easements at Parque Dos Rios.

4.3.3 Temporary Construction Easements and Other Temporary Effects at Parque Dos Rios

As shown on Figure 4-3, Alternative 5A would require the use of 2.64 acres on the east side of Parque Dos Rios for a TCE during project construction. For the purposes of Section 4(f), this type of temporary occupancy does not normally constitute use if five conditions (23 CFR 774.13(d)) are met or will be met for the TCE proposed for use during construction of Alternative 5A as follows:

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- Parque Dos Rios boundary
- Alternative 5A proposed right-of-way
- 5.97 ac: Park land permanently used by Alternative 5A
- 2.64 ac: Remaining park area
- Existing Caltrans right-of-way to be vacated

N

0 100 200
FEET

SOURCE: DigitalGlobe (2008)

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FIGURE 4-1

I-710 Corridor Project EIR/EIS

Permanent Use of Land at Parque Dos Rios by Alternative 5A

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LEGEND

- Parque Dos Rios boundary
- Alternatives 6A/B/C proposed right-of-way
- 8.6 ac: Park land permanently used by Alternative 6A/B/C
- Existing Caltrans right-of-way to be vacated

N

0 100 200
FEET

SOURCE: DigitalGlobe (2008)

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FIGURE 4-2

I-710 Corridor Project EIR/EIS

Permanent Use of Land at Parque Dos Rios by Alternatives 6A/B/C

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LEGEND

Parque Dos Rios boundary

Temporary Construction Easement (2.64 acres)

N

0 100 200

FEET

SOURCE: DigitalGlobe (2008)

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FIGURE 4-3

I-710 Corridor Project EIR/EIS

Temporary Construction Easement at Parque Dos Rios for Alternative 5A

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Table 4-1 Summary of Effects on Parque Dos Rios under Alternatives 5A and 6A/B/C

Effects Under Alternative 5A	Effects Under Alternatives 6A/B/C
Permanent Use of Land from Parque Dos Rios (refer to Figures 4-1 and 4-2)	
Alternatives 5A would result in the permanent use of 5.97 acres of land from Parque Dos Rios.	Alternatives 6A/B/C would result in the permanent use of the entire 8.6 acres of land in Parque Dos Rios.
Permanent Easements at Parque Dos Rios	
None	None
TCEs and Other Temporary Project Effects at Parque Dos Rios (refer to Figure 4-3)	
Alternative 5A would require the use of 2.64 acres in Parque Dos Rios for a TCE.	None

Source: LSA Associates, Inc. (2012).
TCEs = temporary construction easements

- The duration of construction in the area of the TCE in this Park would be less than the total time needed to construct the entire project. There would be no change in the ownership of the land in the area of the Park used as a TCE during construction of Alternative 5A.

- Although the scope of work for the entire project is substantial, the changes in the area in the Park used for a TCE would be negligible. That area would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. The area used for the TCE would be returned to the Watershed Conservation Authority (WCA) when the land is no longer needed for the TCE, in condition as good as or better than prior to the use of the area for the TCE.

- 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 part of the Park on a permanent basis.

- As noted above, the area used for a TCE would be returned to the WCA in condition as good as or better than prior to the use of that area for a TCE.

- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions. It is anticipated as part of Caltrans consultation with the WCA that the WCA will agree to the use of part of the Park for a TCE during construction of the build alternatives.

Because the use of land in Parque Dos Rios for a TCE under Alternative 5A meets or would meet all five criteria, that TCE does not constitute a use under Section 4(f). Therefore, the requirements for protection under Section 4(f) are not triggered by the use of part of the Park for a TCE during construction of Alternative 5A.

Alternatives 6A/B/C would not require the use of any land in Parque Dos Rios for a TCE during project construction, because the Park would be fully acquired and permanently incorporated into the I-710 facility right-of-way.

Alternatives 5A and 6A/B/C would not result in other temporary impacts on Parque Dos Rios.

Refer to Chapter 7.0, Other Resources Evaluated, for discussion regarding temporary closures of segments of the Los Angeles River Trail during construction. The segment of the Los Angeles River Trail just east of Parque Dos Rios would be closed for short periods of time for the installation and removal of falsework over the Trail in the area adjacent to the Park.

5.0 AVOIDANCE ALTERNATIVES

5.1 INTRODUCTION

As discussed in detail in Chapter 4.0, Impacts on Parque Dos Rios, the Interstate 710 (I-710) Corridor Project build alternatives would result in the permanent use of land from one Section 4(f) property, Parque Dos Rios, as summarized in Table 5-1 and as shown on Figure 5-1. This section discusses possible alternatives to avoid the use of land from Parque Dos Rios.

Table 5-1 Summary of Permanent Use of Land from Parque Dos Rios

Section 4(f) Property	Description of Permanent Use of Land from Parque Dos Rios by Alternatives 5A and 6A/B/C
Parque Dos Rios	Alternative 5: Permanent use of 5.98 acres Alternatives 6A/B/C: Permanent use of 8.6 acres

Source: LSA Associates, Inc. (2012).

5.2 TEST FOR FEASIBLE AND PRUDENT AVOIDANCE ALTERNATIVES

Avoidance alternatives were considered for the permanent use of land from Parque Dos Rios by the I-710 Corridor Project build alternatives. The avoidance alternatives were then evaluated to determine whether they were feasible and prudent.

The Federal Highway Administration (FHWA) Section 4(f) regulations, codified at 23 Code of Federal Regulations (CFR) Part 774.17, define "…feasible and prudent avoidance alternative…" as follows:

(1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.

(2) An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.

(3) An alternative is not prudent if:

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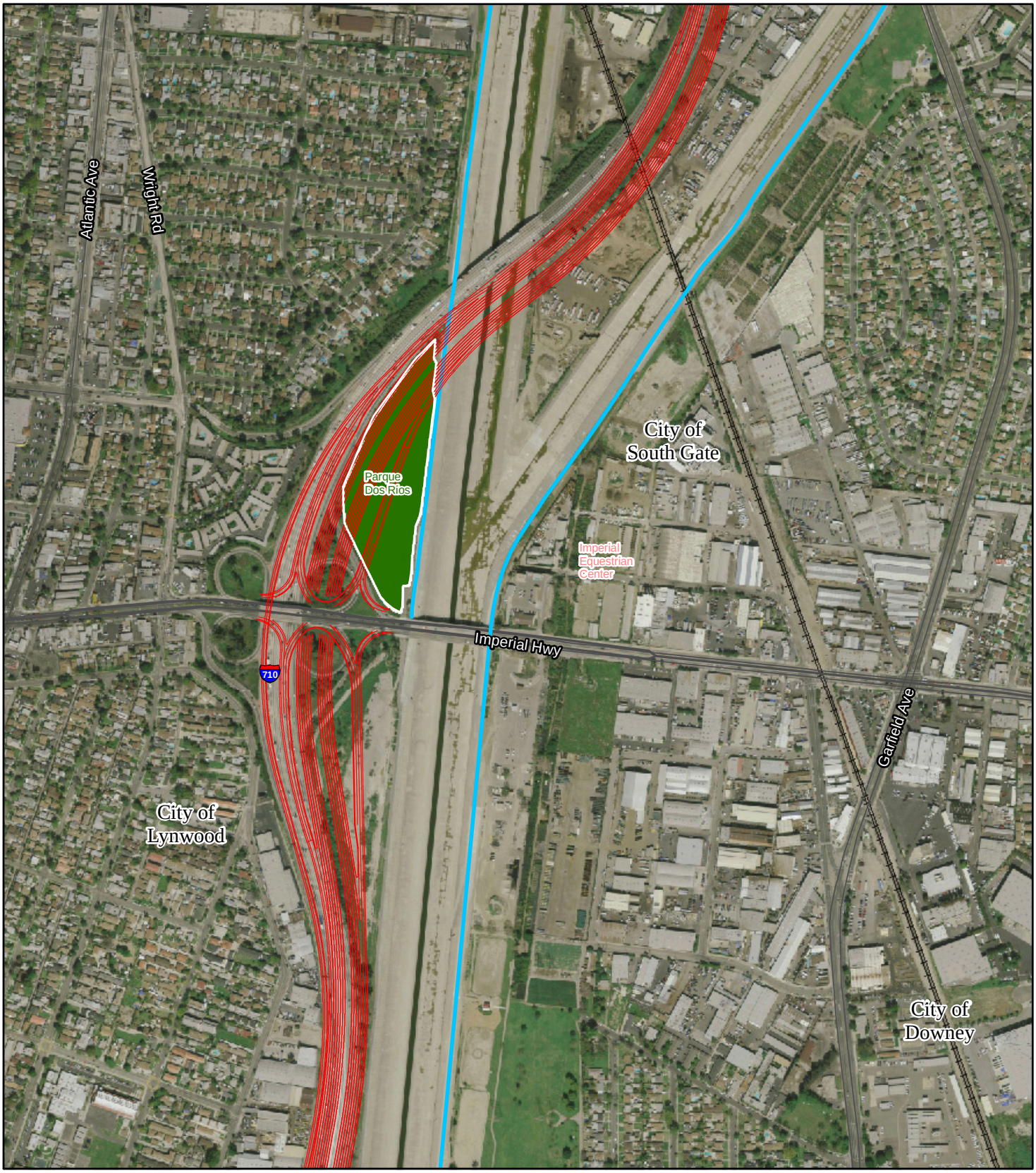

LEGEND

Alternative 5A Geometrics

Bikeway

FIGURE 5-1
Sheet 1 of 2 (Alternative 5A)

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0 350 700
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SOURCE: Digital Globe (2008); URS (5/2011); METRO (2010)

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I-710 Corridor Project EIR/EIS

Alternative 5A in the Vicinity of Parque Dos Rios

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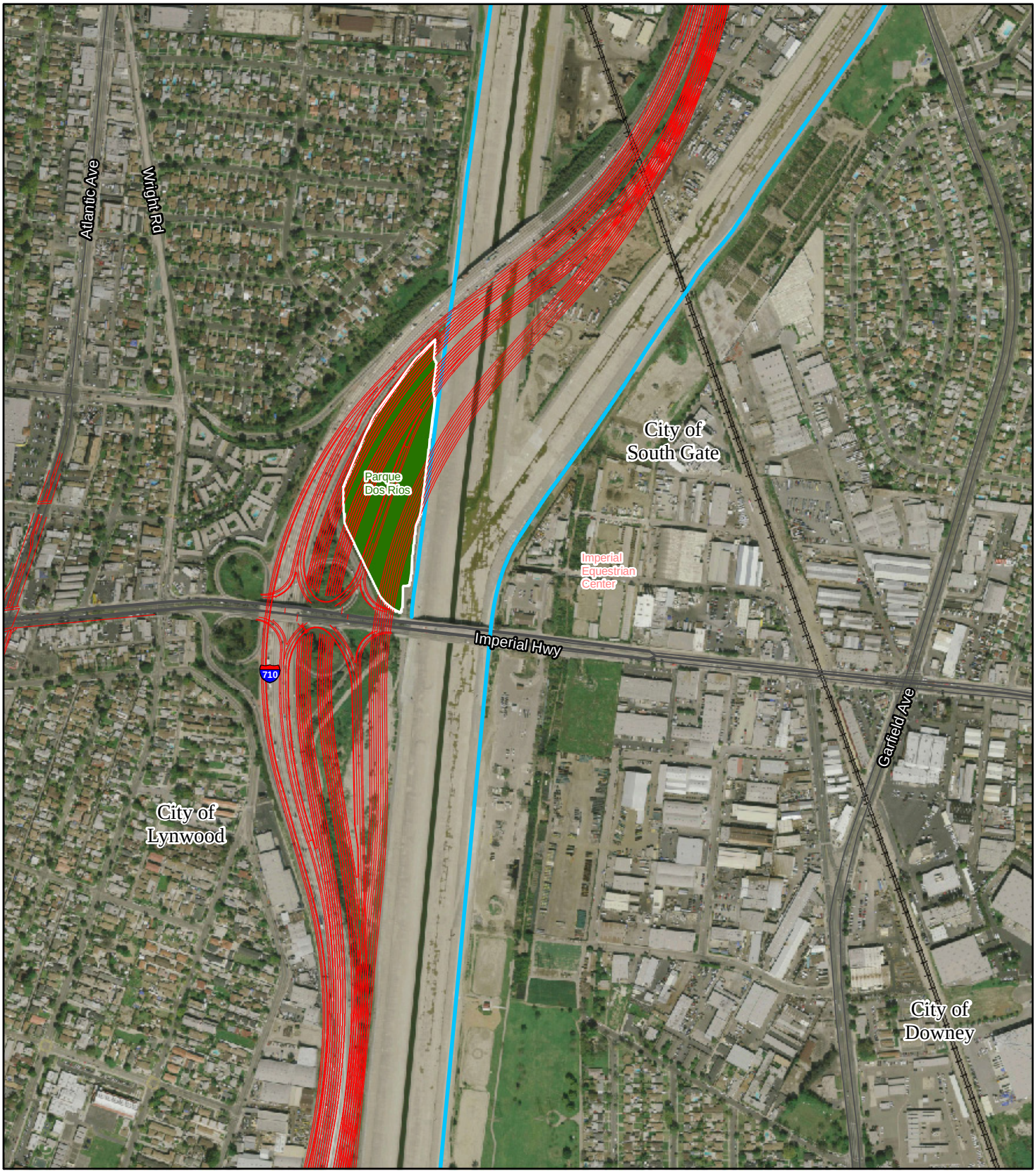

LEGEND

Alternative 6A/6B/6C Geometrics

Bikeway

N

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FEET

SOURCE: Digital Globe (2008); URS (5/2011); METRO (2010)

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FIGURE 5-1

Sheet 2 of 2 (Alternative 6A/6B/6C)

I-710 Corridor Project EIR/EIS

Alternatives 6A/B/C in the Vicinity of Parque Dos Rios

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(i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

(ii) It results in unacceptable safety or operational problems;

(iii) After reasonable mitigation, it still causes:

(A) Severe social, economic, or environmental impacts;

(B) Severe disruption to established communities;

(C) Severe disproportionate impacts to minority or low income populations; or

(D) Severe impacts to environmental resources protected under other Federal statutes;

(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

(v) It causes other unique problems or unusual factors; or

(vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

The avoidance alternatives considered in this section were also evaluated to determine whether they meet the defined project purpose for the proposed I-710 Corridor Project. The purpose statement for the I-710 Corridor Project was provided previously in Chapter 2.0, Proposed Action.

5.3 Avoidance Alternatives for the Use of Land from Parque Dos Rios

Table 5-2 summarizes whether the avoidance alternatives meet the purpose for the proposed project as defined in Chapter 2.0. Table 5-3 summarizes whether the avoidance alternatives are feasible and prudent as defined in 23 CFR Part 774.17. The avoidance alternatives considered for Parque Dos Rios are discussed in the following sections, including analysis to assess whether each alternative is prudent and feasible and meets the defined project purpose.

Table 5-2 Ability of the Avoidance Alternatives to Meet the Defined Project Purpose

Avoidance Alternative	Does Avoidance Alternative Meet the Defined Project Purpose?				
	Improve Air Quality and Public Health	**Improve Traffic Safety**	**Address Need for Modern Design on the I-710 Mainline**	**Address Projected Traffic Volumes**	**Address Projected Growth in Population, Employment, and Activities Related to Goods Movement**
No Build Alternative	No	No	No	No	No
Total Avoidance Alternative 1	Yes	Yes	Yes	Yes	Yes
Total Avoidance Alternative 2	Yes	Yes	Yes	Yes	Yes
Alternative 2: Transportation Systems Management and Mass Transit Alternative	Partially	Partially	No	Partially	Partially
Alternative 3: Goods Movement Enhancement	Partially	Partially	No	Partially	Partially
Alternative 4: Arterial Highway and Congestion Relief Improvements	Partially	Partially	Partially	Partially	Partially

Source: LSA Associates, Inc. (2012) and the *Alternatives Screening Analysis* (May 2009).
I-710 = Interstate 710

Table 5-3 Feasible and Prudent Analysis of the Avoidance Alternatives

Criteria from 23 CFR Part 774.17	No Build Alternative	Alternative 2: Transportation Systems Management and Mass Transit Alternative	Alternative 3: Goods Movement Enhancement	Alternative 4: Arterial Highway and Congestion Relief Improvements	Total Avoidance Alternative 1: Shift I-710 and the Freight Corridor West	Total Avoidance Alternative 2: Shift I-710 and the Freight Corridor East
Criterion to determine if the avoidance alternative is feasible						
Can it be built as a matter of sound engineering judgment?	Yes	Yes	Yes	Yes	Yes	Yes
Criteria to determine if the avoidance alternative is prudent						
Does it compromise the project to a degree that it is unreasonable to proceed with the project in terms of its stated purpose and need? (Refer to Table 5-2 for detailed evaluation of the ability of the alternatives to meet the defined project purpose.)	Yes. This Alternative does not meet the project purpose and would not meet the passenger and goods movement needs in the I-710 corridor.	Yes. Alternative 2 only partially meets the air quality, public health, safety, and passenger and goods movement needs in the I-710 corridor and does not provide for modern design on the I-710 mainline.	Yes. Alternative 3 only partially meets the air quality, public health, safety, and passenger and goods movement needs in the I-710 corridor and does not provide for modern design on the I-710 mainline.	Yes. Alternative 4 only partially meets the air quality, public health, safety, modern design, and passenger and goods movement needs in the I-710 corridor mainline.	No. Total Avoidance Alternative 1 meets the defined project purpose.	No. Total Avoidance Alternative 2 meets the defined project purpose.
Does it result in unacceptable safety or operational problems?	Yes. As described in Chapter 1 of the Draft EIR/EIS, there are safety and operational problems with the existing I-710 freeway.	No. The improvements in Alternative 2 can be designed, constructed, and operated to existing standards and would not result in unacceptable safety or operational problems.	No. The improvements in Alternative 3 can be designed, constructed, and operated to existing standards and would not result in unacceptable safety or operational problems.	No. The improvements in Alternative 4 can be designed, constructed, and operated to existing standards and would not result in unacceptable safety or operational problems.	No. The improvements in Total Avoidance Alternative 1 can be designed, constructed, and operated to existing standards and would not result in unacceptable safety or operational problems.	No. The improvements in Total Avoidance Alternative 2 can be designed, constructed, and operated to existing standards and would not result in unacceptable safety or operational problems.

Table 5-3 Feasible and Prudent Analysis of the Avoidance Alternatives

Criteria from 23 CFR Part 774.17	No Build Alternative	Alternative 2: Transportation Systems Management and Mass Transit Alternative	Alternative 3: Goods Movement Enhancement	Alternative 4: Arterial Highway and Congestion Relief Improvements	Total Avoidance Alternative 1: Shift I-710 and the Freight Corridor West	Total Avoidance Alternative 2: Shift I-710 and the Freight Corridor East
After reasonable mitigation, does the alternative still cause the following?						
Severe social, economic, or environmental impacts?	No. Although this alternative would not improve social, economic, or environmental conditions, it would not result in severe impacts.	No. Alternative 2 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 3 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 4 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	Yes. Total Avoidance Alternative 1 would result in substantially greater right-of-way acquisition needs than the proposed alignment in this area. This would result in greater social, economic, and environmental impacts compared to the proposed alignment.	Yes. Total Avoidance Alternative 2 would result in substantially greater right-of-way acquisition needs than the proposed alignment in this area. This would result in greater social, economic, and environmental impacts compared to the proposed alignment. Total Avoidance Alternative 2 could also result in greater impacts to the Los Angeles River compared to the proposed alignment.

Table 5-3 Feasible and Prudent Analysis of the Avoidance Alternatives

Criteria from 23 CFR Part 774.17	No Build Alternative	Alternative 2: Transportation Systems Management and Mass Transit Alternative	Alternative 3: Goods Movement Enhancement	Alternative 4: Arterial Highway and Congestion Relief Improvements	Total Avoidance Alternative 1: Shift I-710 and the Freight Corridor West	Total Avoidance Alternative 2: Shift I-710 and the Freight Corridor East
Severe disruption to established communities?	No. Other than not improving traffic operations or safety on I-710, this alternative would not result in severe disruption to established communities.	No. Alternative 2 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 3 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 4 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	Yes. Compared to the proposed alignment, Total Avoidance Alternative 1 would result in the removal of approximately 27 single-family homes and 156 apartment homes in this area, which would substantially disrupt the communities where those homes are located.	Yes. Compared to the proposed alignment, Total Avoidance Alternative 2 would result in the partial or full acquisition of land and/or removal and relocation of established utility facilities owned and operated by the Los Angeles County Flood Control District, Los Angeles Department of Water and Power, Southern California Edison, and the City of South Gate, as well as the full acquisition of three commercial parcels, including the privately owned and operated Imperial Equestrian Center.

Table 5-3 Feasible and Prudent Analysis of the Avoidance Alternatives

Criteria from 23 CFR Part 774.17	No Build Alternative	Alternative 2: Transportation Systems Management and Mass Transit Alternative	Alternative 3: Goods Movement Enhancement	Alternative 4: Arterial Highway and Congestion Relief Improvements	Total Avoidance Alternative 1: Shift I-710 and the Freight Corridor West	Total Avoidance Alternative 2: Shift I-710 and the Freight Corridor East
Severe disproportionate impacts to minority or low-income populations?	No. This alternative has no features that would result in severe disproportionate impacts to minority or low-income populations.	No. Alternative 2 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 3 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 4 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	Yes. Compared to the proposed alignment, the acquisition and removal of over 180 homes under Total Avoidance Alternative 1 would disproportionately affect low-income and minority populations in the affected communities.	No. Total Avoidance Alternative 2 would not result in the acquisition of any homes and would not result in effects on businesses that would disproportionately impact minority or low-income populations.
Severe impacts to environmental resources protected under other Federal statutes?	No. This alternative has no features that would result in severe impacts to environmental resources protected under other Federal statutes.	No. Alternative 2 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 3 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 4 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Total Avoidance Alternative would not result in greater impacts to biological, cultural, and other environmental resources protected under other Federal statutes compared to the proposed alignment.	Yes. Total Avoidance Alternative 2 would potentially result in greater impacts to the Los Angeles River, a jurisdictional water, compared to the proposed alignment, because it would cross the river at a more acute angle.

Table 5-3 Feasible and Prudent Analysis of the Avoidance Alternatives

Criteria from 23 CFR Part 774.17	No Build Alternative	Alternative 2: Transportation Systems Management and Mass Transit Alternative	Alternative 3: Goods Movement Enhancement	Alternative 4: Arterial Highway and Congestion Relief Improvements	Total Avoidance Alternative 1: Shift I-710 and the Freight Corridor West	Total Avoidance Alternative 2: Shift I-710 and the Freight Corridor East
Does it result in additional construction, maintenance, or operational costs of an extraordinary magnitude?	No. Alternative 1 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 2 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 3 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 4 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	Yes. Compared to the proposed alignment, Total Avoidance Alternative 1 would result in substantially greater right-of-way and relocation costs associated with the acquisition of over 180 housing units.	Yes. Compared to the proposed alignment, Total Avoidance Alternative 2 would result in extraordinary utility acquisition and relocation costs as a result of effects on the Los Angeles County Flood Control District, Los Angeles Department of Water and Power, and Southern California Edison facilities.
Does it result in other unique problems or unusual factors?	No. Alternative 1 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 2 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 3 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 4 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Total Avoidance Alternative 1 would not result in unique problems or unusual factors, other than the effects associated with the acquisition and removal of over 180 homes.	Yes. Compared to the proposed alignment, Total Avoidance Alternative 2 would result in substantially more complicated property acquisition associated with the acquisition and relocation costs of the affected Los Angeles County Flood Control District, Los Angeles Department of Water and

Table 5-3 Feasible and Prudent Analysis of the Avoidance Alternatives

Criteria from 23 CFR Part 774.17	No Build Alternative	Alternative 2: Transportation Systems Management and Mass Transit Alternative	Alternative 3: Goods Movement Enhancement	Alternative 4: Arterial Highway and Congestion Relief Improvements	Total Avoidance Alternative 1: Shift I-710 and the Freight Corridor West	Total Avoidance Alternative 2: Shift I-710 and the Freight Corridor East
						Power, and Southern California Edison facilities.
Does it result in effects under more than one of the criteria listed above that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude?	No. Alternative 1 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 2 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 3 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	No. Alternative 4 does not include improvements to I-710 and, therefore, would not result in these types of effects in the vicinity of Parque Dos Rios.	Yes. Compared to the proposed alignment, the effects of Total Avoidance Alternative 1 related to property acquisition and relocation of displaced residents and land uses could result in environmental impacts that could contribute to cumulative adverse impacts.	Yes. Compared to the proposed alignment, the effects of Total Avoidance Alternative 2 related to property acquisition and relocation of displaced utilities and other land uses could result in environmental impacts that could contribute to cumulative adverse impacts.
Is the avoidance alternative prudent?	No; because Alternative 1 does not meet the defined project purpose, it would compromise the project to such a degree that it would be unreasonable to proceed.	No; because Alternative 2 only partially meets the defined project purpose, it would compromise the project to such a degree that it would be unreasonable to proceed.	No; because Alternative 3 only partially meets the defined project purpose, it would compromise the project to such a degree that it would be unreasonable to proceed.	No; because Alternative 4 only partially meets the defined project purpose, it would compromise the project to such a degree that it would be unreasonable to proceed.	No. It has been preliminarily determined that Total Avoidance Alternative 1 is not prudent because, compared to the proposed alignment, it would result in substantially greater acquisition and relocation impacts and	No. It has been preliminarily determined that Total Avoidance Alternative 2 is not prudent because, compared to the proposed alignment, it would result in substantially greater and more complicated impacts and costs

Table 5-3 Feasible and Prudent Analysis of the Avoidance Alternatives

Criteria from 23 CFR Part 774.17	No Build Alternative	Alternative 2: Transportation Systems Management and Mass Transit Alternative	Alternative 3: Goods Movement Enhancement	Alternative 4: Arterial Highway and Congestion Relief Improvements	Total Avoidance Alternative 1: Shift I-710 and the Freight Corridor West	Total Avoidance Alternative 2: Shift I-710 and the Freight Corridor East
					costs, severe disruption to existing communities as a result of the acquisition of over 180 housing units, and potential contributions to cumulative impacts that would not occur under the proposed alignment.	associated with the acquisition and relocation costs of the affected Los Angeles County Flood Control District, Los Angeles Department of Water and Power, and Southern California Edison facilities, and it would have the potential to contribute to cumulative impacts that would not occur under the proposed alignment.

Source: LSA Associates, Inc. (2012).
CFR = Code of Federal Regulations
I-710 = Interstate 710

5.3.1 No Build Alternative (Alternative 1)

Alternative 1 would avoid the permanent use of any land from Parque Dos Rios. Because Alternative 1 does not provide any improvements in the I-710 Corridor, it would not meet the project purpose, as shown in Table 5-2. Therefore, as shown in Table 5-3, Alternative 1 would be feasible from an engineering perspective. However, because Alternative 1 would not meet the defined project purpose, it would compromise the project to a degree that it would be unreasonable to proceed with the project in terms of its stated purpose. As a result, no further analysis of the ability of Alternative 1 to meet the criteria in 23 CFR 774.17 was conducted as shown in Table 5-3. Therefore, although Alternative 1 is feasible, it has preliminarily been determined not to be prudent, as defined by 23 CFR 774.17, to avoid the use of land from Parque Dos Rios because it would compromise the project to such a degree that it would be unreasonable to proceed.

5.3.2 Total Avoidance Alternatives for Parque Dos Rios

The primary project feature affecting Parque Dos Rios is the shifting of I-710 east of its existing alignment. Two total avoidance alternatives, which would avoid the permanent use of land from Parque Dos Rios, were considered.

5.3.2.1 Total Avoidance Alternative 1

Description of Total Avoidance Alternative 1. The first alternative considered 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 would require shifting a long segment of I-710 from the proposed alignment and shifting the I-710/Imperial Hwy. interchange to the west, as shown on Figure 5-2. This Avoidance Alternative would result in I-710 crossing the Los Angeles River slightly north of where the proposed alignment would cross the river, but at a similar angle, as shown by comparing the river crossings on Figures 5-2 (Total Avoidance Alternative 1) and 5-1 (the proposed alignment).

Analysis of Whether Avoidance Alternative 1 is Feasible and Prudent. As shown in Table 5-2, Total Avoidance Alternative 1 would meet the defined project purpose and need. Table 5-3 summarizes whether Total Avoidance Alternative 1 would meet other criteria as defined in 23 CFR 774.17. As shown in that table, Total Avoidance Alternative 1 could be constructed as a matter of sound engineering judgment, would not compromise the project to such a degree that it would be unreasonable to proceed with the project in terms of its stated purpose and need, and would not result in unique problems or unusual factors.

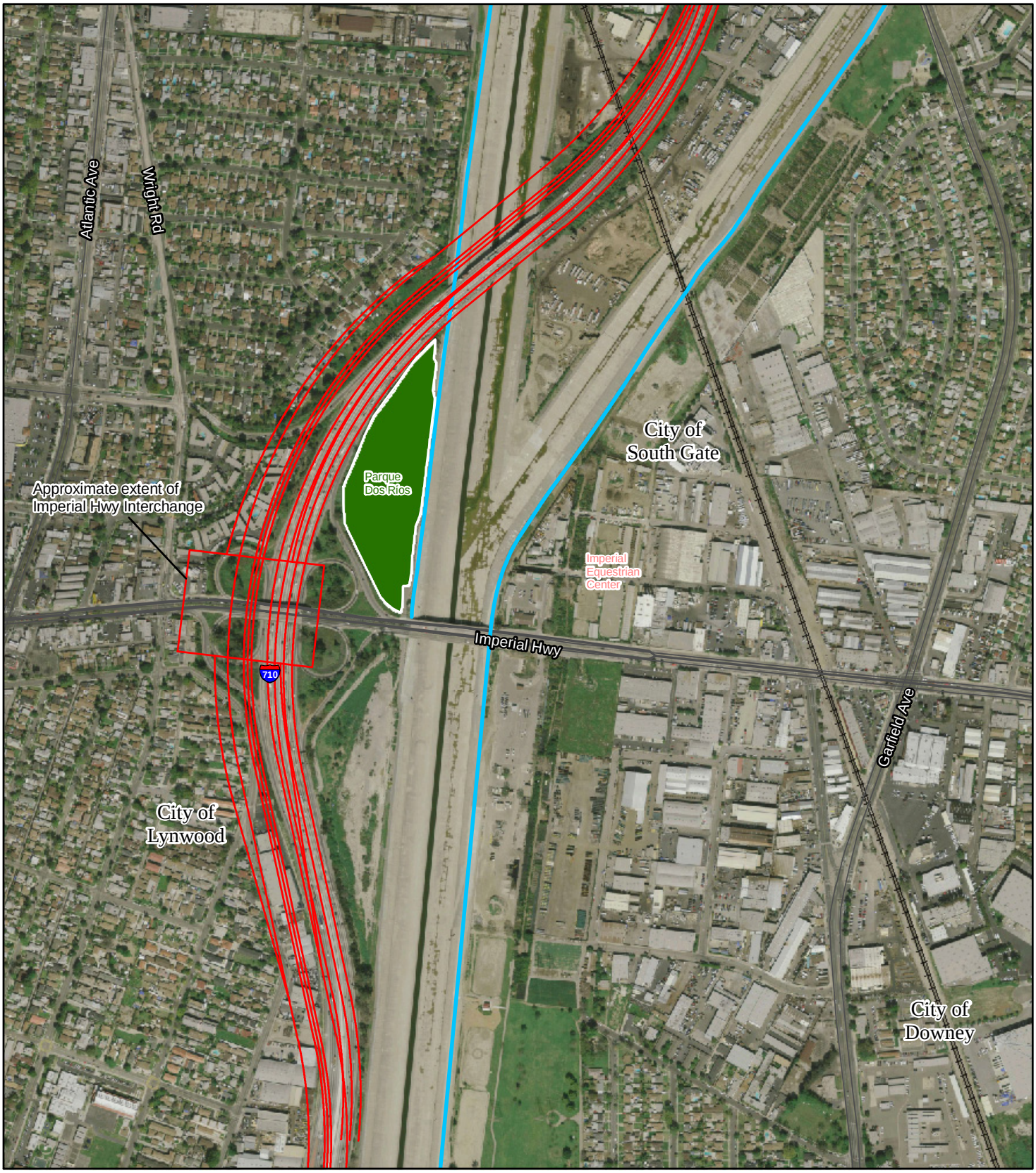

FIGURE 5-2

LEGEND

Total Avoidance Alternative 1 Geometrics

Bikeway

N

0 350 700

FEET

SOURCE: Digital Globe (2008); URS (5/2011); METRO (2010)

I:\URS0801A\GIS\4f\Parque_Dos_Rios_West_Avoidance.mxd (6/21/12)

I-710 Corridor Project EIR/EIS

Total Avoidance Alternative 1 for Parque Dos Rios

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However, compared to the proposed alignment, Total Avoidance Alternative 1 would result in:

- Substantially greater right-of-way acquisition needs than the proposed alignment in this area which would result in greater social, economic, and environmental impacts;
- Substantial disruption to established communities as a result of the acquisition and removal of over 180 homes;
- Disproportionate effects on low-income and minority populations compared to the proposed alignment as a result of the acquisition and removal of over 180 homes in the affected communities;
- Greater right-of-way acquisition and relocation costs associated with the acquisition of over 180 housing units and 11 industrial/commercial units; and
- Potentially greater contributions to cumulative impacts related to property acquisition and relocation of displaced residents and other land uses, which could result in environmental impacts that could contribute to cumulative adverse impacts.

The final factor considered was whether Total Avoidance Alternative 1 would result in the use of other Section 4(f) properties. As shown on Figure 5-2, the only other recreation resource in the immediate vicinity of this segment of I-710 is the Imperial Equestrian Center. That facility is privately owned and operated, and, therefore, is not subject to the requirements for protection under Section 4(f). As a result, Total Avoidance Alternative 1 would not result in impacts on other Section 4(f) resources while avoiding impacts to Parque Dos Rios.

CONCLUSION ON WHETHER TOTAL AVOIDANCE ALTERNATIVE 1 IS PRUDENT AND FEASIBLE. Although Total Avoidance Alternative 1 is feasible, it was preliminarily determined not to be a prudent alternative to avoid the permanent use of land from Parque Dos Rios by the I-710 Corridor Project build alternatives.

5.3.2.2 TOTAL AVOIDANCE ALTERNATIVE 2

DESCRIPTION OF TOTAL AVOIDANCE ALTERNATIVE 2. A second alternative considered would shift the entire I-710 facility and the proposed freight corridor alignment east, to the east side of the Los Angeles River, as shown on Figure 5-3. This would require shifting a long segment of I-710 from the proposed alignment and shifting the I-710/Imperial Hwy. interchange to the east of the Los Angeles River. This Avoidance Alternative would result in I-710 crossing the Los Angeles River south of where the proposed alignment would cross the river, but at a much more acute angle, as shown by comparing the river crossings on Figures 5-3 (Total Avoidance Alternative 2) and 5-1 (the proposed alignment).

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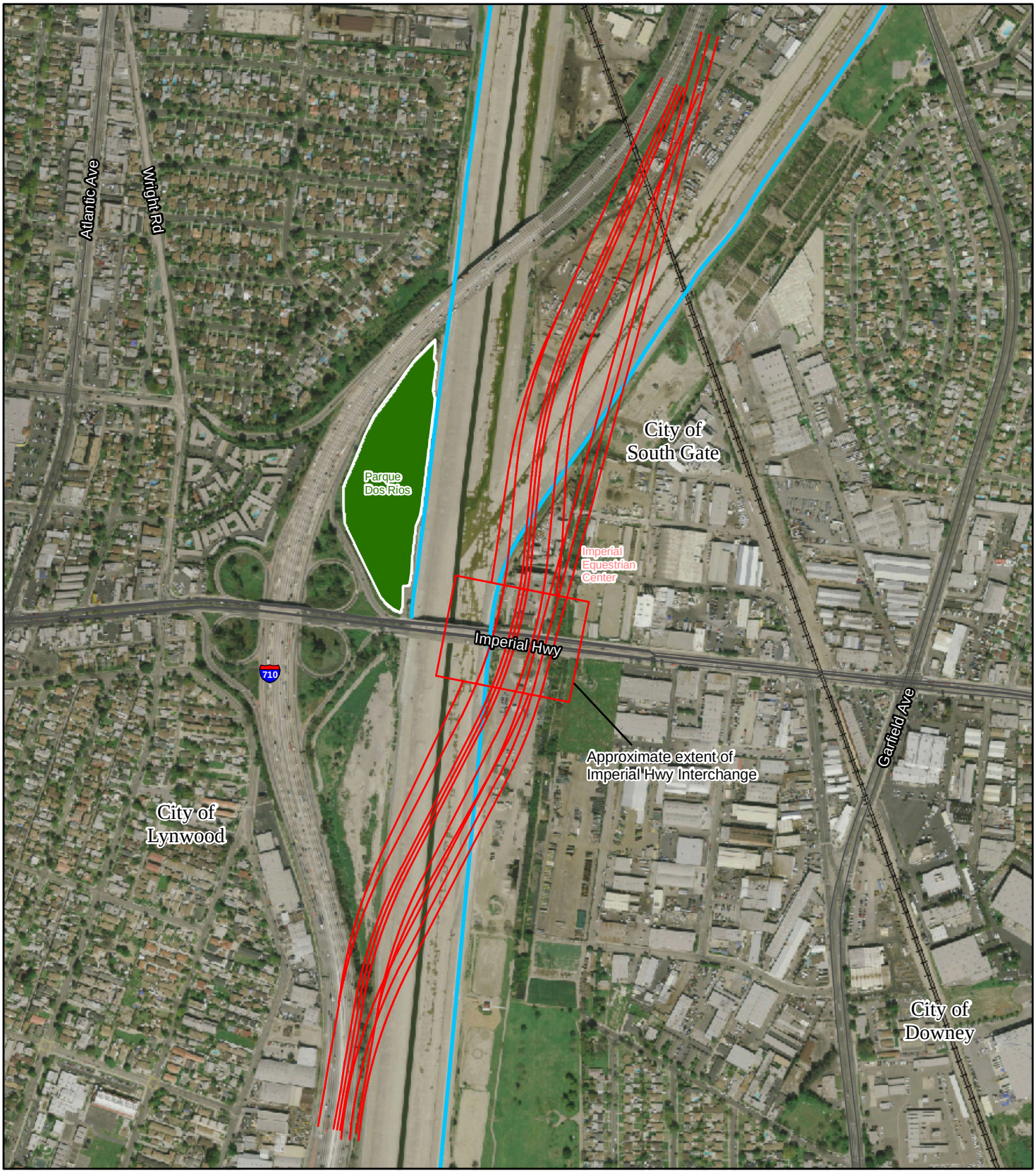

FIGURE 5-3

LEGEND

Total Avoidance Alternative 2 Geometrics

Bikeway

N

0 350 700

FEET

SOURCE: Digital Globe (2008); URS (5/2011); METRO (2010)

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I-710 Corridor Project EIR/EIS

Total Avoidance Alternative 2 for Parque Dos Rio

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ANALYSIS OF WHETHER AVOIDANCE ALTERNATIVE 2 IS FEASIBLE AND PRUDENT. As shown in Table 5-2, Total Avoidance Alternative 2 would meet the defined project purpose and need. Table 5-3 summarizes whether Total Avoidance Alternative 2 would meet other criteria as defined in 23 CFR 774.17. As shown in that table, Total Avoidance Alternative 2 could be constructed as a matter of sound engineering judgment, and would not compromise the project to such a degree that it would be unreasonable to proceed with the project in terms of its stated purpose and need.

However, compared to the proposed alignment, Total Avoidance Alternative 2 would result in:

- Extraordinary utility acquisition and relocation costs as a result of effects on the Los Angeles County Flood Control District, Los Angeles Department of Water and Power, and Southern California Edison facilities
- Substantially more complicated property acquisition associated with the acquisition and relocation costs of the affected Los Angeles County Flood Control District, Los Angeles Department of Water and Power, and Southern California Edison facilities
- Potentially greater impacts to the Los Angeles River, a jurisdictional water, as a result of crossing the river at a much more acute angle
- Potentially greater contributions to cumulative impacts related to property acquisition and relocation of displaced utilities and other land uses, which could result in environmental impacts that could contribute to cumulative adverse impacts.

The final factor considered was whether Total Avoidance Alternative 2 would result in the use of other Section 4(f) properties. As shown on Figure 5-3, the only other recreation resource in the immediate vicinity of this segment of I-710 is the Imperial Equestrian Center, which would be a full acquisition under Total Avoidance Alternative 2. Because the Imperial Equestrian Center is privately owned and operated, it is not subject to the requirements for protection under Section 4(f). As a result, Total Avoidance Alternative 2 would not result in impacts on other Section 4(f) resources while avoiding impacts to Parque Dos Rios.

CONCLUSION ON WHETHER TOTAL AVOIDANCE ALTERNATIVE 2 IS PRUDENT AND FEASIBLE. Although this alternative is feasible, it was preliminarily determined not to be a prudent alternative to avoid the permanent use of land from Parque Dos Rios under the I-710 Corridor Project build alternatives.

5.3.3 Alternatives Considered in Earlier Studies: Alternative 2 – Transportation Systems Management, Transportation Demand Management, Transit and Intelligent Transportation Systems Alternative, and Mass Transit Alternative0

5.3.3.1 Description of Alternative 2

The *Final Report Technical Memorandum – I-710 Corridor Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Baseline Alternatives Analysis Report* (2009) describes Alternative 2, a Transportation System Management/Transportation Demand Management (TSM/TDM), transit, and Intelligent Transportation Systems (ITS) alternative, including the following transit improvements:

- An Exposition Line light-rail transit line from the 7th St. Los Angeles County Metropolitan Transportation Authority (Metro) station to the Venice/Robertson Metro station
- An Eastside Line light-rail transit line from Union Station to Atlantic Blvd.
- For the Blue Line light-rail transit line, an approximately 16 percent increase in peak-period service, a new parking structure in downtown Long Beach, a joint residential/park-and-ride facility at 3rd St. and Pacific Ave. in Long Beach, and improved Torrance Transit bus feeder service
- For the Green Line light-rail transit line, an approximately 16 percent increase in peak-period service
- Improved bus service on the Interstate 10 (I-10) and Interstate 110 (I-110) high-occupancy toll (HOT) lanes
- For Metrolink, increased service, upgrades to the Commerce station, a new connection between the Green Line and Metrolink Norwalk stations, and expansion of Metrolink services to Orange and Riverside Counties
- Increased express bus service frequencies on all Metro Rapid routes in the Study Area
- Increased local bus service frequencies and expansion of existing community transit services

Alternative 2 also included the following traffic systems and operations improvements:

- A closed-circuit television (CCTV) system on I-710 from Pacific Coast Hwy. to Interstate 405 (I-405)

- An Advanced Traffic Management Information System (ATMIS) and Advanced Traveler Information System (ATIS) at the Port of Los Angeles (POLA) and the Port of Long Beach (POLB)
- Signal synchronization and enhancement projects on a number of local streets, including Atlantic Blvd.; Ocean Blvd.; Carson St.; Florence Ave.; the I-710/Atlantic Blvd. corridor; the Interstate 5 (I-5)/Telegraph Rd. corridor; the Lakewood Blvd., Rosemead Blvd., and Paramount Blvd. corridor; the Interstate 105 (I-105)/Firestone Blvd. corridor; Imperial Hwy.; and the Rosecrans Ave. corridor
- The Wilmington Automated Traffic Surveillance and Control System/Adaptive Traffic Control System (ATSAC/ATCS) project at 70 signalized intersections
- The Harbor Gateway ATSAC/ATCS project at 109 signalized intersections
- Gateway Cities Forum traffic signal corridor projects on Pacific Blvd./Long Beach Blvd. from Florence Ave. to Willow St.; on Artesia Blvd. from Alameda Blvd. to Valley View Ave.; on Central Ave. from El Segundo Blvd. to Victoria St.; on Gage Ave. from Central Ave. to Slauson Ave.; on Whittier Blvd. from Paramount Blvd. to Valley Home Ave.; on Wilmington Ave. from Imperial Hwy. to Sepulveda Blvd.; on 38th St./37th St./Bandini Blvd. from Alameda St. to Garfield Ave.; on Garfield Ave. from Olympic Blvd. to Eastern Ave.; on Studebaker Rd. from Florence Ave. to Del Amo Blvd.; on Alameda St. from Nadeau St. to Auto Dr. South; on South St. from Atlantic Ave. to Carmenita Rd.; and on Washington Blvd. from Atlantic Blvd. to Whittier Blvd.
- Substantial ramp metering along I-710
- Peak-period parking restrictions on some local streets crossing I-710 to increase the capacity of those local streets
- 42 arterial intersection congestion relief projects
- ITS in the entire Study Area, including 2070 controllers, a CCTV system, system detection, and updated communications on arterial streets

It should be noted that many of the transit, traffic systems and operations improvements, and TSM/ITS components of Alternative 2 are included in Alternatives 5A and 6A/B/C.

5.3.3.2 Analysis of Whether Alternative 2 is Feasible and Prudent

As shown in Table 5-2, Alternative 2 would only partially meet the defined project purpose and need. Table 5-3 summarizes whether Alternative 2 would meet other criteria as defined in 23 CFR 774.17. As shown in that table, Alternative 2 could be constructed as a matter of sound engineering judgment. However, Alternative 2 would compromise the project to such a degree that it would be unreasonable to proceed with the project in terms of its stated purpose and need. For the other criteria in Table 5-3, Alternative 2 would not result in effects associated with avoiding Parque Dos Rios because it does not include realignment of the I-710 corridor in that area.

The final factor considered was whether Alternative 2 would result in the use of other Section 4(f) properties. As shown earlier on Figure 3-8, there are a number of parks, golf courses, community centers, community pools, and other recreational facilities potentially subject to the requirements of Section 4(f) in the I-710 Corridor Project Study Area. Many of those facilities are located on arterial streets that would be improved under Alternative 2. Without detailed design, it is not possible to determine which, if any, of those facilities would be used by Alternative 2. As a result, it is not unreasonable to assume that some of the improvements in Alternative 2 could potentially result in the use of properties protected under the requirements of Section 4(f).

5.3.3.3 Conclusion on Whether Alternative 2 is Prudent and Feasible

Although the improvements provided in Alternative 2 are considered feasible, Alternative 2 was preliminarily determined not to be a prudent alternative to avoid the project effects on Parque Dos Rios.

5.3.4 Alternatives Considered in Earlier Studies: Alternative 3 – Goods Movement Enhancement by Rail and/or Advanced Technology

5.3.4.1 Description of Alternative 3

Alternative 3 focused on enhancing goods movement in and out of POLA and POLB by implementing an advanced zero-emission container movement technology in the I-710 Corridor. Two technologies were considered: automated fixed guideway, zero-emission trucks, and electrified conventional freight rail. These provided a range of potential benefits and costs of different zero-emission technologies and design options. Additional screening analysis of the advanced technology options concluded that the electric/battery-powered truck option would be the preferred option because it would offer more flexibility in serving multiple trip destinations, seamlessly interface with existing container terminal and intermodal rail yard container loading and unloading systems, use proven technology components, and have the lowest capital cost compared with the fixed guideway and electrified rail technologies.

It should be noted that the electric/battery-powered (zero-emission) truck advanced technology component of Alternative 3 was included in Alternative 6B for its positive air quality benefits.

5.3.4.2 Analysis of Whether Alternative 3 is Feasible and Prudent

As shown in Table 5-2, Alternative 3 would only partially meet the defined project purpose and need. Table 5-3 summarizes whether Alternative 3 would meet other criteria as defined in 23 CFR 774.17. As shown in that table, Alternative 3 could be constructed as a matter of sound engineering judgment. However, Alternative 3 would compromise the project to such a degree that it would be unreasonable to proceed with the project in terms of its stated purpose and need. For the other criteria in Table 5-3, Alternative 3 would not result in effects associated with avoiding Parque Dos Rios because it does not include realignment of the I-710 corridor in that area.

The final factor considered was whether Alternative 3 would result in the use of other Section 4(f) properties. As noted above, the components of Alternative 4 are included in Alternatives 5A and 6A/B/C; however, more of these components are in the vicinity of the other Section 4(f) properties beyond those that are discussed in this Section 4(f) Evaluation. As a result, Alternative 3 would not result in the use of properties protected under the requirements of Section 4(f).

5.3.4.3 Conclusion on Whether Alternative 3 is Prudent and Feasible

Although the improvements in Alternative 3 are considered feasible, Alternative 3 was preliminarily determined not to be a prudent alternative to avoid the project effects on Parque Dos Rios.

5.3.5 Alternatives Considered in Earlier Studies: Alternative 4 – Arterial Highway and Congestion Relief Improvements

5.3.5.1 Description of Alternative 4

Alternative 4 focused on arterial highways and specific I-710 congestion relief projects to improve the existing freeway and arterial intersection deficiencies, which cause the greatest congestion and safety impacts. Alternative 4 also included the maximum arterial highway improvements that could be feasibly implemented in advance of any I-710 improvements. These improvements would incorporate the major north/south and east/west arterial highways in the Study Area, as well as the Study Area intersections identified for the I-710 Corridor Project. Alternative 4 also included congestion relief projects, including early-action projects on I-710, by identifying existing freeway deficiencies causing bottlenecks, congestion, and safety problems.

It should be noted that the arterial highway improvements and freeway congestion relief elements of Alternative 4 are included as components of Alternatives 5A and 6A/B/C.

5.3.5.2 Analysis of Whether Alternative 4 is Feasible and Prudent

As shown in Table 5-2, Alternative 4 would only partially meet the defined project purpose and need. Table 5-3 summarizes whether Alternative 4 would meet other criteria as defined in 23 CFR 774.17. As shown in that table, Alternative 4 could be constructed as a matter of sound engineering judgment. However, Alternative 4 would compromise the project to such a degree that it would be unreasonable to proceed with the project in terms of its stated purpose and need. For the other criteria in Table 5-3, Alternative 4 would not result in effects associated with avoiding Parque Dos Rios because it does not include realignment of the I-710 corridor in that area.

The final factor considered was whether Alternative 4 would result in the use of other Section 4(f) properties. As noted above, the components of Alternative 4 are included in Alternatives 5A and 6A/B/C; however, none of these components are in the vicinity of other Section 4(f) properties beyond those that are discussed in this Section 4(f) Evaluation. As a result, Alternative 4 would not result in the use of properties protected under the requirements of Section 4(f).

5.3.5.3 Conclusion on Whether Alternative 4 is Prudent and Feasible

Although the improvements in Alternative 4 are considered feasible, Alternative 4 was preliminarily determined not to be a prudent alternative to avoid the project effects on Parque Dos Rios.

5.4 Summary

Based on the analysis conducted for this evaluation, it has been preliminarily determined that there are no alternatives that would meet the defined project purpose, avoid the permanent use of land from Parque Dos Rios, and not compromise the project to such a degree that it would be unreasonable to proceed with the project in light of its stated purpose and need.

6.0 PRELIMINARY DE MINIMIS DETERMINATIONS

6.1 OVERVIEW

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Pub. L. 109-59, amended existing Section 4(f) legislation at Section 138 of Title 23 and Section 303 of Title 49, United States Code (U.S.C.), to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f).

If it is determined that there would be a use of a property or properties protected by Section 4(f), that use would be de minimis if it meets the following definitions (23 Code of Federal Regulations [CFR] 774.17) of de minimis impacts:

a. De minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not adversely affect the activities, features, and attributes of the Section 4(f) resource. The de minimis finding considers avoidance, minimization, compensation, and/or enhancement measures addressing the project effects on the Section 4(f) property. Following an opportunity for public review and comment, the official(s) with jurisdiction over the property must provide written concurrence on the determination that the project effects on the resource are de minimis. The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), makes the final determination on the de minimis finding.

b. De minimis impacts on historic sites are defined as the determination of either “No Adverse Effect” or "No Historic Properties Impacted" in compliance with Section 106 regulations, including the State Historic Preservation Officer’s (SHPO) written concurrence and the Advisory Council on Historic Preservation’s (ACHP) written concurrence, when applicable. Under the Caltrans Programmatic Agreement for Section 106, Caltrans must inform the SHPO in writing that a non-response for the purposes of a “No Adverse Effect” or a “No Historic Properties Affected” determination will be treated as the written concurrence for the de minimis determination. Caltrans, as assigned by FHWA, makes the final determination on the de minimis finding.

This chapter discusses the effects of the I-710 Build Alternatives on the following Section 4(f) properties for which a preliminary de minimis determination has been made by Caltrans:

- Bandini Park/Batres Community Center
- Union Pacific Railroad Lines
- Boulder Dam-Los Angeles Transmission Lines
- Dale's Donuts

6.2 PROJECT EFFECTS AT CESAR E. CHAVEZ PARK

Table 6-1 summarizes the effects of Alternatives 5A and 6A/B/C on Cesar E. Chavez Park. As shown in Table 6-1, the project effects on this Park would be the same under Alternatives 5A and 6A/B/C. Those effects are discussed in the following sections.

Table 6-1 Summary of Effects on Cesar E. Chavez Park under Alternatives 5A and 6A/B/C

Project Effects under Alternatives 5A and 6A/B/C
Permanent Use of Land at Cesar E. Chavez Park (refer to Figure 6-1)
Under Alternatives 5A and 6A/B/C, existing Shoreline Dr. will be consolidated into one corridor and shifted to the west side of this Park. The existing road for Shoreline Dr. will be removed and that land will be integrated into the Park, resulting in a larger, more functional Park. Although Alternatives 5A and 6A/B/C would use 3.4 acres of land from the western part of the Park, the incorporation of the old Shoreline Dr. land into the Park and overall consolidation of the Park into three larger, more functional parcels will result in a net increase of 1.15 acres in available park area. After the completion of Alternatives 5A and 6A/B/C, the Park would total 26.65 acres, which is 1.15 acres larger than the existing Park.
Permanent Easements at Cesar E. Chavez Park (refer to Figure 6-1)
Under Alternatives 5A and 6A/B/C, permanent surface easements would be required for a 0.45-acre wet basin best management practice feature and a 0.19-acre bioswale in the northwest part of the Park. This part of the Park does not currently include any recreational amenities and is not accessible to the public.
TCEs and Other Temporary Project Effects at Cesar E. Chavez Park (refer to Figure 6-2)
Under Alternatives 5A and 6A/B/C, 6.1 acres in the southern part of the Park would be used for a TCE. For the purposes of Section 4(f), this type of temporary occupancy does not constitute a use if five conditions are met. During construction of Alternatives 5A and 6A/B/C, parts of Cesar E. Chavez Park may be temporarily closed to public access to protect the safety of park users and the project construction workers. The closed areas will not be used for any construction activities and will be returned to public use in the same or better condition as when the areas were closed off to public access. For the purposes of Section 4(f), this type of temporary occupancy does not constitute a use if five conditions are met. Temporary removal of the basketball courts west of Cesar E. Chavez Elementary School will be required. For the purposes of Section 4(f), this type of temporary occupancy does not constitute a use if five conditions are met. Temporary use of 0.41 acre of land for a detour road in the Park during construction of realigned Broadway will be required. For the purposes of Section 4(f), this type of temporary occupancy does not constitute a use if five conditions are met.

Source: LSA Associates, Inc. (2012).
TCEs = temporary construction easements

LEGEND

- Alternatives 5A and 6A/B/C proposed right-of-way
- 3.4 ac: Parkland permanently used by Alternatives 5A and 6A/B/C
- 4.55 ac: Total parkland added
- 26.65 ac: Total park area with I-710 Corridor Project (1.15 ac more than the existing park)
- 0.19 ac: Bioswale
- 0.45 ac: Wet Basin BMP

N

0 150 300
FEET

SOURCE: DigitalGlobe (2008)

FIGURE 6-1

I-710 Corridor Project EIR/EIS

Permanent Use of Land at Cesar E. Chavez Park by Alternatives 5A and 6A/B/C

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LEGEND

- Temporary Construction Easement (6.1 acres)
- Temporary Road Detour (0.41 acre)
- Alternatives 5A and 6A/B/C Alignment

N

0 150 300

FEET

SOURCE: DigitalGlobe (2008); URS (05/2011)

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FIGURE 6-2

I-710 Corridor Project EIR/EIS

Temporary Use of Land in Cesar E. Chavez Park by Alternatives 5A and 6A/B/C

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6.2.1 Permanent Use of Land at Cesar E. Chavez Park

As shown in Table 6-1 and on Figure 6-1, Alternatives 5A and 6A/B/C would result in the permanent use of 3.4 acres of land from Cesar E. Chavez Park. The existing northbound and southbound lanes (one in each direction) of Shoreline Dr. are currently aligned through the center of Cesar E. Chavez Park, as shown earlier on Figure 3-1. As a result, the Park is divided into six discontinuous parcels separated by segments of Shoreline Dr. and Broadway. Under Alternatives 5A and 6A/B/C, the two existing lanes of Shoreline Dr. will be removed, those areas will be integrated into the Park, and new Shoreline Dr. will be constructed on the west side of the Park. Although Alternatives 5A and 6A/B/C would use 3.4 acres of land from Cesar E. Chavez Park, the incorporation of the land occupied by the abandoned original northbound Shoreline Dr. into the Park and the overall consolidation of the Park into three larger, more functional parcels will result in a net increase of 1.15 acres in available park area. As a result of the build alternatives, the total area of the Park will be increased by 1.15 acres, to 26.65 acres.

As a result, Alternatives 5A and 6A/B/C are not expected to result in long-term adverse impacts to Cesar E. Chavez Park because although they would use land from this Section 4(f) property, the consolidation of land under Alternatives 5A and 6A/B/C into three larger, more functional parcels and the integration into the Park of land from the original Shoreline Dr. alignment would increase the total area of the Park by 1.15 acres. Therefore, Alternatives 5A and 6A/B/C would not result in the permanent use of land from Cesar E. Chavez Park.

As discussed earlier in Section 3.3.5, Planned Improvements at Cesar E. Chavez Park, the City of Long Beach is pursuing improvements at Cesar E. Chavez Park based on the integration of the old alignment of Shoreline Dr. into the Park and the consolidation of the Park into three larger parcels. Those improvements include new park amenities and the landscaping of the areas integrated into the Park.

In addition, consolidation of the six existing smaller discontinuous parcels into three larger, more functional parcels would result in improved access to the entire Park, including areas not currently accessible to vehicles and pedestrians.

The proposed realignment of W. 3rd St. will curve to the south, will travel under the Park as a depressed road in the concrete box structure, and will connect with the restructured Broadway and W. Shoreline Dr. The majority of the trees and the park infrastructure in the midground of this view will remain. Most of the existing walkway and the basketball courts in that area will be removed. The earthen berm will be landscaped, and a bike path will be added on top of the berm, connecting the remaining walkway to the existing bike path system along the Los Angeles River.

This change would improve access to the Park and, from a visual and recreational aspect, will provide an integrated recreation area for the community. The elimination of the existing northbound lanes of W. Shoreline Dr., blocked by the newly constructed earthen berm, would result in little or no impact to the view.

6.2.2 Permanent Easements at Cesar E. Chavez Park

As shown on Figure 6-1, the build alternatives would result in a permanent 0.45-acre easement for a water quality feature referred to as a wet basin best management practice (BMP) in the northwest part of the Park. A permanent easement will also be required for a bioswale on 0.19 acre west of the wet basin, as shown on Figure 6-1. This part of the Park does not currently include any public amenities and is not accessible to the public.

Rainwater from the I-710 facility would be directed to the wet basin and bioswale for treatment and percolation into the ground. Access to the wet basin and bioswale for maintenance would be via park access and service roads. It is possible that flows from the Park could also be directed to the wet basin and bioswale. This area may be suitable for development as a wetland, which would be consistent with the other separate plans for improving wetlands farther north along the Los Angeles River.

If the City of Long Beach relinquishes the Shoemaker Bridge structure to Caltrans as part of the project improvements to the bridge and the roads in the Park, a long-term easement, including an appropriate maintenance and access agreement, would be required between Caltrans and the City of Long Beach for the use of this part of the park property for the wet basin and bioswale. In the event the City does not relinquish that Bridge structure to Caltrans, no permanent easements and no maintenance and access agreement would be necessary because the City would be responsible for the maintenance of the Bridge structure and the Park, including the wet basin and bioswale in the Park.

6.2.3 Temporary Construction Easements and Other Temporary Effects at Cesar E. Chavez Park

6.2.3.1 Temporary Construction Easements in Cesar E. Chavez Park

As shown on Figure 6-2, the build alternatives will require the use of 6.1 acres of land in Cesar E. Chavez Park for a TCE during construction. There are currently no recreational amenities in the area proposed for this TCE. For the purposes of Section 4(f), this type of temporary occupancy does not normally constitute use if five conditions are met (23 CFR 774.13(d)). Those conditions are met or will be met for the TCE proposed to be used during construction of the build alternatives as follows:

- The duration of construction in the area of the TCE in the Park would be less than the total time needed to construct the entire project. There would be no change in the ownership of the land in the area of the Park used as the TCE during construction of the build alternatives.

- Although the scope of work for the entire project is substantial, the changes in the areas in the Park used for the TCE would be negligible. That area would be used for construction staging, materials storage, parking of construction equipment and worker vehicles, and other similar activities. The area used for the TCE would be returned to the City when the land is no longer needed for the TCE in a condition as good as or better than prior to the use of the area for the TCE.

- 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 those parts of the Park on a permanent basis. As noted above, the area used for the TCE would be returned to the City in a condition as good as or better than prior to the use of the area for the TCE.

- As noted above, the area used for the TCE would be returned to the City in a condition as good as or better than prior to the use of the area for the TCE.

- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions. It is anticipated as part of Caltrans consultation with the City of Long Beach that the City will agree to the use of part of the Park for a TCE during construction of the build alternatives.

Because the use of land in Cesar E. Chavez Park for a TCE meets or would meet all five criteria, that TCE does not constitute a use under Section 4(f). Therefore, the requirements for protection under Section 4(f) are not triggered by the use of part of the Park for a TCE during construction of the build alternatives.

6.2.3.2 Temporary Closures of Parts of Cesar E. Chavez Park During Construction

In addition to the TCEs described above, during construction, parts of Cesar E. Chavez Park may be temporarily closed to public access to protect the safety of park users and project construction workers. The part of the Park in which the majority of the recreational facilities and amenities are located (the 7.5-acre parcel in the northeast part of the Park) will likely not experience any closures that would affect access to or use of the facilities in that area. Part of the Park, west of Cesar E. Chavez Elementary School near the area used for construction of realigned 3rd St., may be closed during some of the construction period. The closed areas will

not be used for any construction activities and will be returned to public use in the same condition as when the areas were closed off to public access.

For the purposes of Section 4(f), this type of temporary occupancy does not normally constitute use if five conditions are met. The temporary closures of parts of the Park during construction to protect the safety of park patrons and project construction workers meet or will meet these conditions as follows:

- The duration of construction in the area of any given closure of areas in the Park would be less than the time needed to construct the entire project. Closures would typically be for months and not years. There would be no change in the ownership of the land in areas of the Park temporarily closed during construction.

- Although the scope of work for the entire project is substantial, the changes in the Park associated with any temporary closures of areas in the Park would be very minor in the areas of those temporary closures. No project features or construction activities would occur in the areas of the Park closed temporarily during construction. Construction in the vicinity of the areas closed temporarily would not result in changes in those areas or in the recreation features and activities in those areas.

- Construction in the vicinity of the areas temporarily closed during construction would not result in any permanent adverse physical impacts in those areas and would not interfere with the protected activities, features, or attributes of those parts of the Park on a permanent basis.

- The areas closed temporarily during construction would be returned to a condition that 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 as part of Caltrans consultation with the City of Long Beach that the City will agree to the temporary closure of parts of the Park to protect the safety of park visitors and project construction workers during construction of the build alternatives.

Because the temporary closures during construction meet or would meet all five criteria, those temporary closures do not constitute a use under Section 4(f). Therefore, the requirements for protection under Section 4(f) are not triggered by the temporary closures of parts of Cesar E. Chavez Park during construction of the build alternatives.

6.2.3.3 TEMPORARY USE OF LAND FOR A DETOUR ROAD IN CESAR E. CHAVEZ PARK

As shown on Figure 6-2, a detour for Broadway from N. Golden Ave. to Shoreline Dr. will be necessary while the improvements to Broadway under Alternatives 5A and 6A/B/C are constructed. That detour will require the temporary use of 0.41 acre in the central part of Cesar E. Chavez Park. This temporary occupancy does not constitute a use because it meets or will meet five conditions for the area proposed for the temporary detour road for Broadway during construction of the build alternatives as follows:

- The duration of the use of land in the Park for the detour road would be less than the total time needed to construct the entire project. There would be no change in the ownership of the land in the area in the Park used for that temporary detour road during construction of the build alternatives.

- Although the scope of work for the entire project is substantial, the changes in the area in the Park used for the temporary detour road would be negligible. That area would be used for a road surface and would be returned to the City when the land is no longer needed for that detour road in a condition as good as or better than prior to the use of that area for the detour road.

- The construction and use of the detour road would not result in any permanent adverse physical impacts in that area in the Park and would not interfere with the protected activities, features, or attributes of that part of the Park on a permanent basis.

- The area used for the detour road would be returned to the City in a condition as good as or better than prior to the use of that area for the detour road.

- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions. It is anticipated as part of Caltrans consultation with the City of Long Beach that the City will agree to the use of part of the Park for a temporary detour road during construction of the build alternatives.

Because the use of land in Cesar E. Chavez Park for the temporary detour roads meets or would meet all five criteria, the use of that area for a temporary detour road would not constitute a use under Section 4(f). Therefore, the requirements for protection under Section 4(f) are not triggered by the use of part of the Park for a temporary detour road during construction of the build alternatives.

6.2.3.4 TEMPORARY CLOSURE OF THE BASKETBALL COURTS

As shown on Figure 6-2, the alignment of 3rd St. through the Park will require the removal of the two existing half-court basketball courts in the part of the Park west of Cesar E. Chavez Elementary School. Because these basketball courts are used by both students and park patrons, new courts equivalent to or better than the existing courts will be constructed elsewhere in the Park within 90 days of the closure of the existing courts. There is relatively flat land that could be used for the relocated basketball courts immediately west of the Elementary School and southeast of the existing basketball courts.

The temporary closure of the basketball courts does not constitute a use because it meets or will meet the following five conditions:

- The new courts will be constructed within 90 days of the removal of the existing courts, which is substantially less than the total time needed to construct the entire project. There would be no change in the ownership of the land in this area in the Park during the construction of 3rd St. and the relocated basketball court.

- Although the scope of work for the entire project is substantial, the changes associated with removal of the existing courts and construction of the new courts will be limited. The area of the new courts would remain in the ownership of the City during and after project construction and construction of the new courts. The new courts will be available for use by both Elementary School students and park patrons.

- Construction of the new courts will result in permanent new basketball courts in this part of the Park, which would be a benefit of the project and would enhance and not interfere with the protected activities, features, or attributes of that part of the Park on a permanent basis.

- The area used for new courts would remain in the ownership of the City and would be in a condition better than the existing use based on the provision of the new basketball courts.

- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions. It is anticipated as part of Caltrans consultation with the City of Long Beach that the City will agree to the relocation of the basketball courts to another location in that part of the Park in order to be accessible to both Elementary School students and park patrons.

Because the use of land in Cesar E. Chavez Park for the relocated basketball courts meets or would meet all five criteria, the use of an area within the Park for the replacement basketball

courts would not constitute a use under Section 4(f). Therefore, the requirements for protection under Section 4(f) are not triggered by the temporary closure of the basketball courts and the replacement of those courts elsewhere in the Park.

6.2.4 Summary of Effects at Cesar E. Chavez Park

Table 6-2 summarizes the project effects on Cesar E. Chavez Park and indicates whether the requirements for protection under Section 4(f) are triggered, as well as whether preliminary determinations of de minimis under Section 4(f) have been made by Caltrans. As shown, a preliminary de minimis determination for the project effects related to the permanent use of land from and permanent surface easements in Cesar E. Chavez Park was made by Caltrans because:

- These project effects do not adversely affect the activities, features, and attributes of Cesar E. Chavez Park and, in the long term, improve the Park compared to the existing condition.
- Measures are included in the project, as described in Chapter 8.0, Measures to Minimize Harm, to address the effects of the project on Cesar E. Chavez Park.

Table 6-2 Summary of Effects at Cesar E. Chavez Park

Project Effect	Does the effect trigger the requirements for protection under Section 4(f)?	Are there avoidance, minimization, mitigation, and/or enhancement measures for the effect?	Preliminary Determination under Section 4(f)
Permanent use of 3.4 acres of land	Yes	Yes; refer to the measures in Chapter 8.0	De Minimis
Two permanent surface easements	Yes	Yes; refer to the measures in Chapter 8.0	De Minimis
TCEs	No; TCEs are temporary occupancies	Yes; refer to the measures in Chapter 8.0	Temporary occupancy
Temporary closures of parts of the Park during construction	No; temporary closures are temporary occupancies	Yes; refer to the measures in Chapter 8.0	Temporary occupancy
Temporary detour road	No; a temporary detour road is a temporary occupancy	Yes; refer to the measures in Chapter 8.0	Temporary occupancy
Temporary closure of the basketball courts	No; a temporary closure is a temporary occupancy	Yes; refer to the measures in Chapter 8.0	Temporary occupancy

Source: LSA Associates, Inc. (2012).
TCEs = temporary construction easements

6.3 Project Effects at Bandini Park/Batres Community Center

6.3.1 Permanent Use of Land at Bandini Park/Batres Community Center

Alternatives 5A and 6A/B/C would not result in the permanent acquisition or use of land from Bandini Park/Batres Community Center.

6.3.2 Permanent Easements at Bandini Park/Batres Community Center

As shown on Figures 6-3 and 6-4 and as summarized in Table 6-3, Alternatives 5A and 6A/B/C all include an elevated structure that would pass over the northwest corner of Bandini Park. As a result, Caltrans will require a permanent easement at this Park for the land area under that elevated structure to allow for access, inspections, maintenance, and other purposes. It is expected that Caltrans would access the easement area for those activities from within the I-710 right-of-way. 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 would be required for the aerial easement, and that agreement would detail what park functions and activities 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 allowable in that area. Because the area is not currently used for any recreation uses, the use of the area for the aerial structure is not expected to adversely affect the activities, features, and attributes that qualify this Park for protection under Section 4(f).

6.3.3 Temporary Construction Easements and Other Temporary Effects at Bandini Park/Batres Community Center

Alternatives 5A and 6A/B/C would not require the use of any land in Bandini Park for TCEs.

During construction, the part of Bandini Park under the elevated freeway structure would be temporarily closed to public access to protect the safety of park users and project construction workers. As noted earlier, there are no recreational amenities in that part of the Park.

For the purposes of Section 4(f), this type of temporary occupancy does not normally constitute use if five conditions are met. The temporary closure of part of the Park during construction to protect the safety of park patrons and project construction workers meets or will meet these conditions as follows:

LEGEND

- Bandini Park boundary
- Alternative 5A alignment
- Permanent Aerial easement (0.04 acre)
- Elevated structure
- Column

N

0 50 100
FEET

SOURCE: Bing (2009); URS (05/2011)

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FIGURE 6-3

I-710 Corridor Project EIR/EIS

Effects of Alternative 5A at
Bandini Park/Batres Community Center

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LEGEND

- Bandini Park boundary
- Permanent Aerial easement (0.05 acre)
- Area west of the aerial easement (0.01 acre)
- Alternative 6A/B/C alignment
- Elevated structure
- Column

N

0 50 100
FEET

SOURCE: Bing (2009); URS (05/2011)

FIGURE 6-4

I-710 Corridor Project EIR/EIS

Effects of Alternatives 6A/B/C at
Bandini Park/Batres Community Center

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Table 6-3 Summary of Effects on Bandini Park/Batres Community Center under Alternatives 5A and 6A/B/C

Effects Under Alternative 5A	Effects Under Alternatives 6A/B/C
Permanent Use of Land from Bandini Park/Batres Community Center	
Alternatives 5A and 6A/B/C would not result in the permanent use of land from Bandini Park/Batres Community Center.	
Permanent Easements at Bandini Park/Batres Community Center (refer to Figures 6-3 and 6-4)	
Alternative 5A would require a permanent 0.04-acre aerial easement over the northwest part of this Park.	Alternatives 6A/B/C would each require a permanent 0.05-acre aerial easement over the northwest part of this Park and also an easement for the 0.01-acre area in the Park west of the elevated structure. The total aerial easement under these alternatives would be 0.06 acre.
TCEs and Other Temporary Project Effects at Bandini Park/Batres Community Center	
Alternatives 5A and 6A/B/C would not result in the use of land at Bandini Park/Batres Community Center for TCEs. During construction of Alternatives 5A and 6A/B/C, the part of Bandini Park under the elevated freeway structure will be temporarily closed to public access to protect the safety of park users and the project construction workers. The closed area will be returned to public use in the same or better condition as when the area was closed off to public access. For the purposes of Section 4(f), this type of temporary occupancy does not constitute a use.	

Source: LSA Associates, Inc. (2012).
TCEs = temporary construction easements

- The duration of construction in the area in the Park temporarily closed to public access would be less than the time needed to construct the entire project. There would be no change in the ownership of the land in the area of the Park temporarily closed during construction.
- Although the scope of work for the entire project is substantial, the changes in the Park would be very minor in the area of the temporary closure. Construction in the area closed temporarily would not result in changes in that area or in the recreation features and activities in the vicinity of that part of the Park.
- Construction in the area temporarily closed during construction 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 part of the Park on a permanent basis.
- The area closed temporarily during construction would be returned to a condition that 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 as part of Caltrans consultation with the City of Commerce that the City will agree to the temporary closure of part of the Park to protect the safety of park visitors and project construction workers during construction of the build alternatives.

Because the temporary closure during construction meets or would meet all five criteria, that temporary closure does not constitute a use under Section 4(f). Therefore, the requirements for protection under Section 4(f) are not triggered by the temporary closure of part of Bandini Park during construction of the build alternatives.

6.3.4 Summary of Effects at Bandini Park/Batres Community Center

Table 6-4 summarizes the project effects on Bandini Park/Batres Community Center and indicates whether the requirements for protection under Section 4(f) are triggered and if preliminary determinations of de minimis effects have been made by Caltrans under Section 4(f). As shown, Caltrans has made a preliminary de minimis determination for the project effects related to the permanent aerial easement in Bandini Park because:

- These project effects do not adversely affect the activities, features, and attributes of Bandini Park/Batres Community Center.

- Measures are included in the project, as described in Chapter 8.0, to address the effects of the project on Bandini Park/Batres Community Center.

Table 6-4 Summary of Effects at Bandini Park/Batres Community Center

Project Effect	Does the effect trigger the requirements for protection under Section 4(f)?	Are there avoidance, minimization, mitigation, and/or enhancement measures for the effect?	Preliminary Determination under Section 4(f)
Permanent aerial easement over the northwest part of this Park	Yes	Yes; refer to the measures in Chapter 8.0	De Minimis
Temporary closures of the part of the Park under the aerial easement during construction	No; temporary closures are temporary occupancies	Yes; refer to the measures in Chapter 8.0	Temporary occupancy

6.4 PROJECT EFFECTS AT THE UNION PACIFIC RAILROAD LINES

As shown in Table 6-5 and on Figure 6-5, Alternatives 5A and 6A/B/C will not result in the permanent acquisition of land from, permanent or temporary easements at, or other temporary uses of the two historic rail lines in the I-710 study area. They will result in some permanent changes at one crossing, as shown on Figure 6-5 and described in Table 6-5.

Table 6-5 Summary of Effects on the UP Railroad Rail Lines under Alternatives 5A and 6A/B/C

Project Effects under Alternatives 5A and 6A/B/C
Permanent Use of Land and Permanent Effects at the UP Railroad Rail Lines (refer to Figure 6-5)
Alternatives 5A and 6A/B/C would not result in the permanent use of land from the UP Railroad lines. Alternatives 5A and 6A/B/C would not result in any changes to the historic rail line shown as 19-186112 on Figure 6-5. Alternatives 5A and 6A/B/C would require minor realignment of the rail tracks at the crossing shown on Figure 6-5 as 19-186110. The minor realignment of those tracks would be implemented by the UP Railroad Company, would occur entirely within UP Railroad 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.
Permanent Easements at the UP Railroad Rail Lines
Alternatives 5A and 6A/B/C would not require the use of any permanent easements at the historic rail lines shown on Figure 6-5.
TCEs and Other Temporary Project Effects at the UP Railroad Rail Lines
Alternatives 5A and 6A/B/C would not require the use of any TCEs or result in other temporary effects at the historic rail lines shown on Figure 6-5.

Source: LSA Associates, Inc. (2012).
TCEs = temporary construction easements
UP Railroad = Union Pacific Railroad

As discussed in the *Historic Property Survey Report* (HPSR, 2012) and the *Historic Resources Evaluation Report* (HRER, 2012), the build alternatives would not cause an adverse effect on the historic rail line as a result of the realignment of the existing tracks because the rail lines would be relocated within the existing Union Pacific Railroad (UP Railroad) right-of-way, the number of lines would not change, and the rail line would continue to be eligible for the National Register of Historic Places (National Register). As a result, it is anticipated that the build alternatives would result in a finding of No Adverse Effect on this resource under 36 CFR 800.5 and that the SHPO will concur with that finding.

As discussed above, Caltrans, as assigned by FHWA, concluded that the I-710 Corridor Project build alternatives would have No Adverse Effect on UP Railroad C-Los Angeles-A-1 railroad

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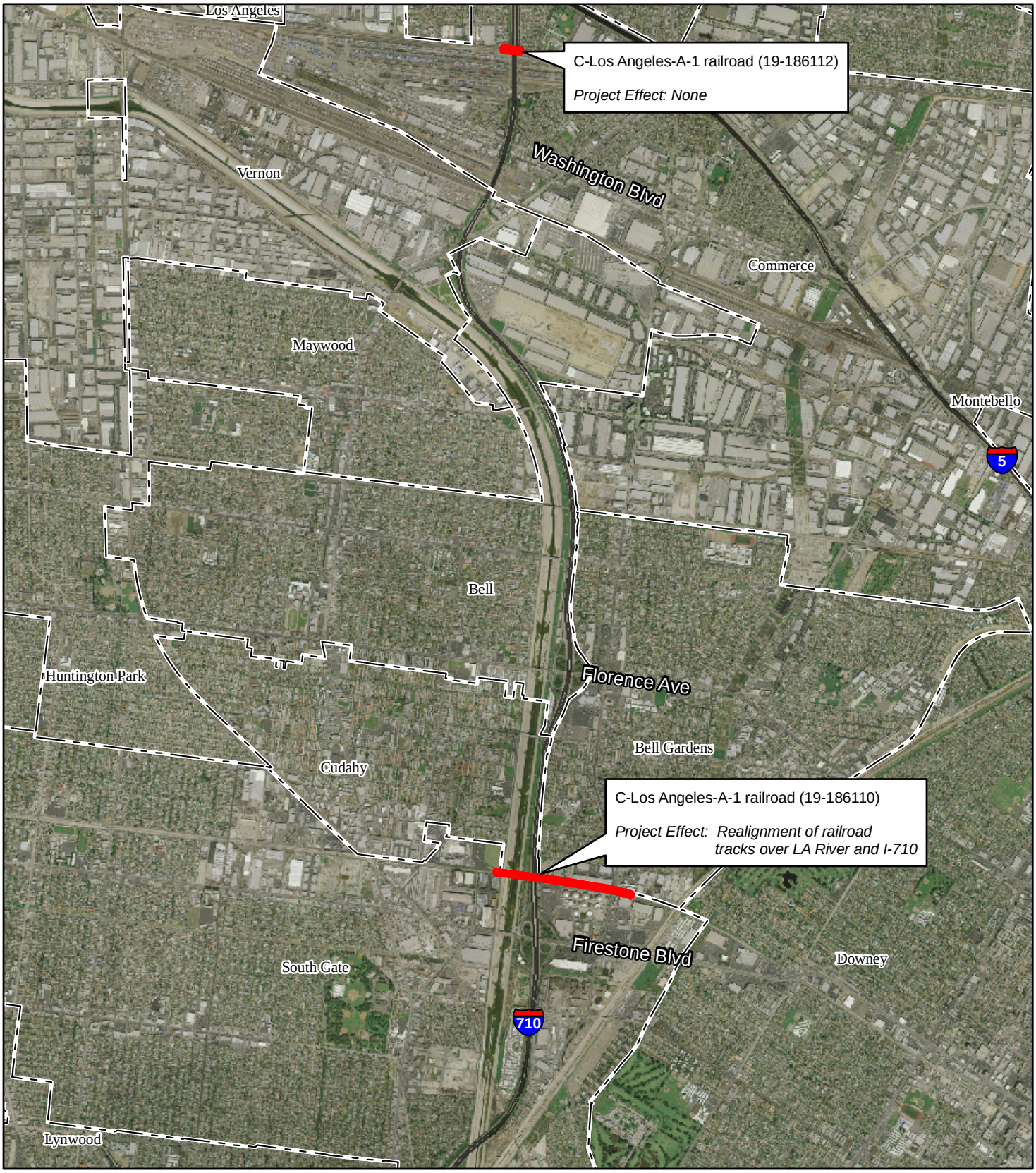

LEGEND

Segments of National Register-eligible UP Railroad lines in the I-710 study area

FIGURE 6-5

N

0 1700 3400

Feet

SOURCE: Bing (2009)

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I-710 Corridor Project EIR/EIS

Project Effects on the Historic Railroad Segments

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(19-186-110) and anticipates that the SHPO will concur with that conclusion. Caltrans has determined that because the I-710 Corridor Project build alternatives will have a minimal effect on the physical characteristics of this historic site and will not adversely affect the historical quality of the UP Railroad at this crossing, the requirements for protection under Section 4(f) do not apply to this historic property. As a result, Caltrans has made a preliminary determination that the project will result in a de minimis impact to this Section 4(f) historic site.

6.5 Project Effects at the Boulder Dam-Los Angeles Transmission Lines

As shown on Table 6-6, Alternatives 5A and 6A/B/C will not result in the permanent acquisition of land from, permanent or temporary easements at, or other temporary uses of the historic Transmission Lines at their crossing of I-710. Alternatives 6A/B/C will result in permanent changes at those Transmission Lines as described in the following sections.

Table 6-6 Summary of Effects on the Boulder Dam-Los Angeles Transmission Lines under Alternatives 5A and 6A/B/C

Effects Under Alternative 5A	Effects Under Alternatives 6A/B/C
Permanent Use of Land from, and Permanent Effects at, Boulder Dam-Los Angeles Transmission Lines	
Alternatives 5A and 6A/B/C will not result in the permanent acquisition of land from the historic Transmission Lines at their crossing of I-710.	
Alternative 5A will not result in any permanent changes to the Transmission Lines or towers.	Alternatives 6A/B/C will result in permanent changes at the Transmission Lines as a result of modifying/replacing one tower on each side of I-710 in order to raise the Transmission Lines 55 feet at their crossing of I-710.
Permanent Easements at the Boulder Dam-Los Angeles Transmission Lines	
Alternatives 5A and 6A/B/C will not result in permanent easements at the historic Transmission Lines at their crossing of I-710.	
TCEs and Other Temporary Project Effects at the Boulder Dam-Los Angeles Transmission Lines	
Alternatives 5A and 6A/B/C will not result in the TCEs or other temporary uses of the historic Transmission Lines at their crossing of I-710.	

Source: LSA Associates, Inc. (2012).
I-710 = Interstate 710
TCEs = temporary construction easements

6.5.1 Permanent Use of Land at the Boulder Dam-Los Angeles 287.5 Kilovolt Transmission Lines

Alternatives 5A and 6A/B/C will not result in the permanent acquisition or use of any land from these Transmission Lines at their crossing of I-710.

Although Alternatives 6A/B/C would not result in the permanent use of land from the Transmission Lines, they would result in a permanent change to the Transmission Lines and two of the Transmission Line towers. Alternative 5A would not result in any permanent changes to the Transmission Lines or towers.

The existing I-710 mainline facility where it passes under the Transmission Lines is 110 feet above mean sea level (amsl). The freight corridor under Alternatives 6A/B/C would be at 165 feet amsl. As a result, the Transmission Lines will need to be raised 55 feet in order to provide the required 30-foot vertical clearance between the highest freeway component (the freight corridor) and the Transmission Lines. This will require modifying the existing towers on the east and west sides of I-710 if those structures can be physically modified to raise the Transmission Lines the required 55 feet. Alternatively, new towers may be required to provide towers of sufficient height to provide the required clearance between the freeway facility and the Transmission Lines. The required modified or new towers would be entirely within existing City of Los Angeles rights-of-way. The design and implementation of either modifications to the existing towers or the construction of new towers would be conducted entirely by the City of Los Angeles Department of Water and Power. Raising the Transmission Lines and modifying/replacing the towers would not result in any change in the number of Transmission Lines or the amount of power transmitted through those lines. These types of modifications are similar to other structural modifications and replacements made along these lines in the past to allow for safe operation of the Transmission Lines. As discussed in the HPSR and the HRER, the proposed changes to the Transmission Lines and towers under the build alternatives would not substantively affect the resource and would not reduce the integrity of this historic property to a degree where it would no longer be eligible for the National Register.

Caltrans, as assigned by FHWA, has concluded that the I-710 build alternatives would have No Adverse Effect on the Boulder Dam-Los Angeles Transmission Lines and towers and that the SHPO will concur with that conclusion. Caltrans has determined that, because the I-710 Corridor Project build alternatives will have minimal effect on the physical characteristics of this historic site and will not adversely affect the historical quality of the Boulder Dam-Los Angeles Transmission Lines, the requirements for protection under Section 4(f) do not apply to this historic property. As a result, Caltrans has made a preliminary determination that the project will result in a de minimis impact to this Section 4(f) historic site.

6.5.2 Permanent Easements at the Boulder Dam-Los Angeles Transmission Lines

Alternatives 5A and 6A/B/C will not require any permanent easements from the Transmission Lines.

6.5.3 Temporary Construction Easements and Other Temporary Effects at the Boulder Dam-Los Angeles Transmission Lines

Alternatives 5A and 6A/B/C would not require the use of any TCEs or result in other temporary effects at the crossing of the Transmission Lines.

6.6 Project Effects at Dale's Donuts

As shown on Table 6-7 and on Figure 6-6, Alternatives 5A and 6A/B/C will result in the permanent acquisition of 0.01 acre of land at the property occupied by Dale's Donuts, but would not require any permanent or temporary easements at, or other temporary uses of, that property.

Table 6-7 Summary of Effects on Dale's Donuts under Alternatives 5A and 6A/B/C

Effects Under Alternatives 5A and 6A/B/C
Permanent Use of Land from Dale's Donuts (Figure 6-6)
Alternatives 5A and 6A/B/C would result in the permanent acquisition of 0.01 acre of land from the property occupied by Dale's Donuts. As shown on Figure 6-6, 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.
Permanent Easements at Dale's Donuts
Alternatives 5A and 6A/B/C will not result in permanent easements at the property occupied by Dale's Donuts.
TCEs and Other Temporary Project Effects at Dale's Donuts
Alternatives 5A and 6A/B/C will not result in TCEs or other temporary uses of the property occupied by Dale's Donuts.

Source: LSA Associates, Inc. (2012).
National Register = National Register of Historic Places
TCEs = temporary construction easements

As discussed in the HPSR and the HRER, the build alternatives would not cause an adverse effect on the property occupied by Dale's Donuts because the land used 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. Caltrans, as assigned by FHWA, has concluded that the I-710 build alternatives would have No Adverse Effect on National Register-eligible structure at Dale's Donuts and that the SHPO will concur with that conclusion. As a result, Caltrans has determined that, because the I-710 Corridor Project build alternatives will have minimal effect on the physical characteristics of this historic site and will not adversely affect the historical quality of the structure at Dale's Donuts or affect its eligibility

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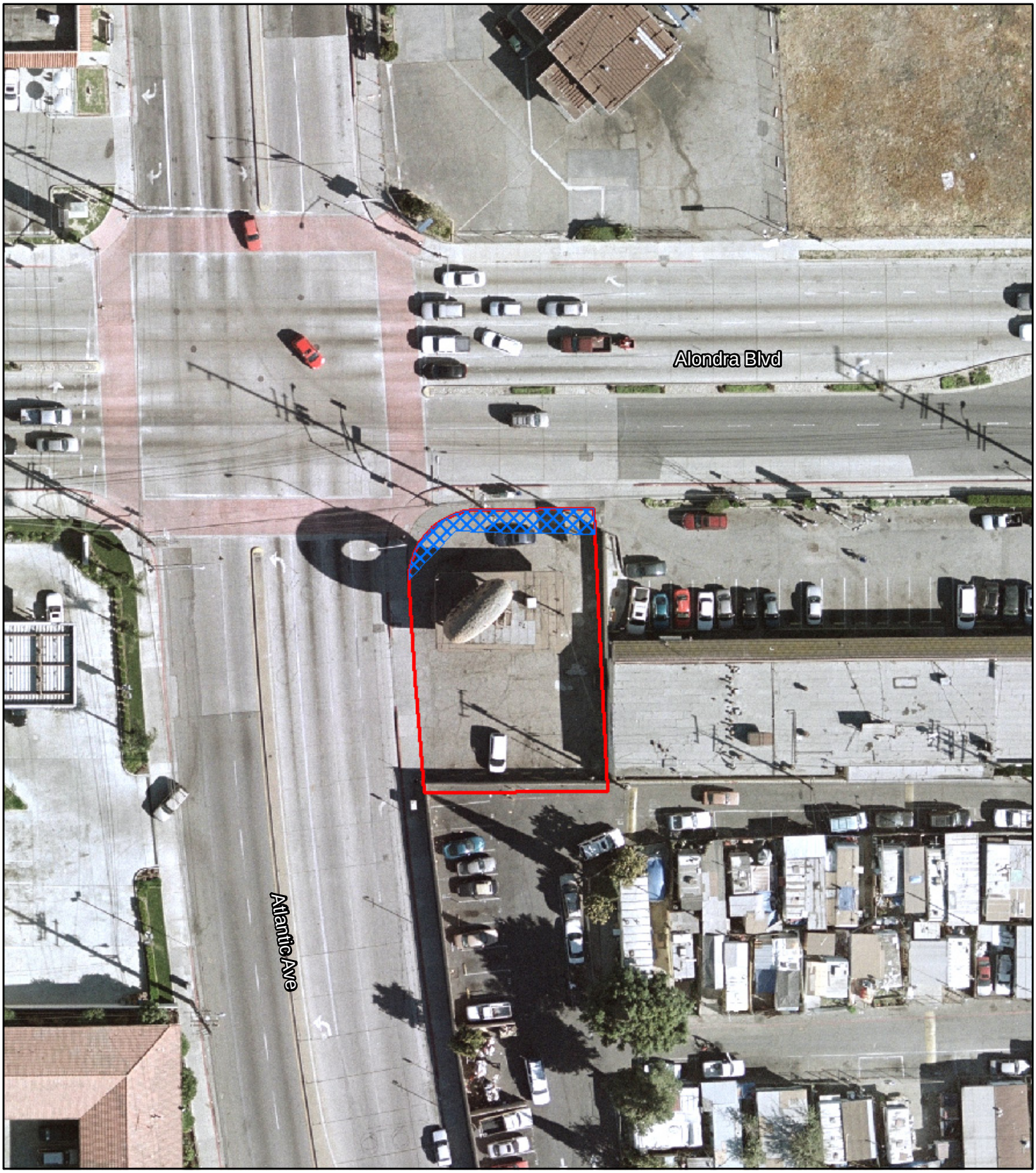

FIGURE 6-6

LEGEND

Boundary of Dale's Donuts

0.01 ac: Permanent Use

N

0 25 50

Feet

SOURCE: Bing (2009)

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I-710 Corridor Project EIR/EIS

Project Effects at Dale's Donuts

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for the National Register under Criterion C. As a result, the requirements for protection under Section 4(f) do not apply to this historic property. As a result, Caltrans has made a preliminary determination that the project will result in a de minimis impact to this Section 4(f) historic site.

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7.0 OTHER RESOURCES EVALUATED

7.1 OVERVIEW

As discussed earlier in Chapter 4.0, Impacts on Parque Dos Rios, the Build Alternatives would result in temporary occupancies of the Los Angeles River and Rio Hondo Trails that would not trigger the requirements for protection under Section 4(f). Those temporary occupancies are discussed in detail in this section.

7.2 PROJECT EFFECTS AT THE LOS ANGELES RIVER TRAIL AND THE RIO HONDO TRAIL

7.2.1 PERMANENT USE OF LAND AT THE LOS ANGELES RIVER TRAIL AND THE RIO HONDO TRAIL

As shown on Table 7-1, Alternatives 5A and 6A/B/C will not result in the permanent acquisition or use of land from the Los Angeles River Trail and the Rio Hondo Trail.

7.2.2 PERMANENT EASEMENTS AT THE LOS ANGELES RIVER TRAIL AND THE RIO HONDO TRAIL

As shown on Table 7-1, Alternatives 5A and 6A/B/C will not require any permanent easements on the Los Angeles River Trail and the Rio Hondo Trail.

Table 7-1 Summary of Effects on the Los Angeles River Trail and the Rio Hondo Trail under Alternatives 5A and 6A/B/C

Project Effects under Alternatives 5A and 6A/B/C
Permanent Use of Land at the Los Angeles River Trail and the Rio Hondo Trail
Alternatives 5A and 6A/B/C will not result in the permanent acquisition or use of land from the Los Angeles River Trail and the Rio Hondo Trail.
Permanent Easements at the Los Angeles River Trail and the Rio Hondo Trail
Alternatives 5A and 6A/B/C will not require any permanent easements on the Los Angeles River Trail and the Rio Hondo Trail.
TCEs and Other Temporary Project Effects at the Los Angeles River Trail and the Rio Hondo Trail
Alternatives 5A and 6A/B/C will require temporary closures of trail crossings at I-710 and local streets during construction. Detours will be provided.

Source: LSA Associates, Inc. (2012).
I-710 = Interstate 710
TCEs = temporary construction easements

7.2.3 Temporary Construction Easements and Other Temporary Effects at the Los Angeles River Trail and the Rio Hondo Trail

As shown in Table 7-1, to ensure the safety of trail users and the project construction workers, it may be necessary to temporarily close trail crossings at I-710 and/or local streets during construction of the build alternatives. Those closures would be temporary and may range from a few days to several months in duration, depending on the project construction activities at any given trail crossing. Alternative/detour routes for the Trails will 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 or better conditions at the completion of construction and reopened to public use.

For the purposes of Section 4(f), this type of temporary occupancy does not normally constitute use if five conditions are met (23 CFR 774.13(d)). The temporary closures of segments of the Los Angeles River and Rio Hondo Trails during construction to protect the safety of trail users and project construction workers meet or will meet these conditions as follows:

- The duration of construction in the area of any given closure of trail segments would be less than the time needed to construct the entire project. Closures would typically be for days, weeks, or months and not years. There would be no change in the ownership of the land in areas of the Trail temporarily closed during construction.

- Although the scope of work for the entire project is substantial, the changes in the vicinity of the trail segments associated with any temporary closures would be very minor in the areas of those temporary closures. No project features or construction activities would occur in the areas of the Trails closed temporarily during construction. The construction in the vicinity of the areas closed temporarily would not result in changes in those areas or in the recreation features and activities in those areas.

- The construction in the vicinity of the areas temporarily closed during construction would not result in any permanent adverse physical impacts of those areas and would not interfere with the protected activities, features, or attributes of those parts of the Trails on a permanent basis.

- The areas closed temporarily during construction would be returned to a condition that is at least as good as that which existed prior to the project.

- There must be documented agreement of the official (Los Angeles County Department of Public Works [LADPW]) with jurisdiction over the Section 4(f) resource regarding the above conditions. It is anticipated as part of Caltrans consultation with the LADPW that the LADPW will agree to the temporary closures of segments of the Los Angeles River

Trail and the provisions of detours around those closed segments during construction of the build alternatives.

Because the temporary closures of segments of the Los Angeles River and Rio Hondo Trails during construction meet or would meet all five criteria, those temporary closures do not constitute a use under Section 4(f). Therefore, the requirements for protection under Section 4(f) are not triggered by the temporary closures of parts of these Trails during construction of the build alternatives.

No temporary construction easements will be needed within the boundaries of the Los Angeles River and the Rio Hondo Trails during construction of the build alternatives.

7.3 Other Resources

In addition to the Section 4(f) and 6(f) properties described earlier in this report, other resources in the Interstate 710 (I-710) Corridor Project Study Area were evaluated and determined to be either privately owned or not used by the I-710 Corridor Project build alternatives. Those resources and the reasons why they did not trigger the requirements for protection under Section 4(f) are discussed in detail in Attachment A, Other Resources Evaluated Relative to the Requirements of Sections 4(f) and 6(f).

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8.0 MEASURES TO MINIMIZE HARM

8.1 OVERVIEW

The alternatives development process for the Interstate 710 (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 use of land from Section 4(f) and 6(f) properties was a key criterion during the alternatives development and refinement processes.

A primary measure applicable to all the 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 parts 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.

8.2 MEASURES FOR EFFECTS AT CESAR E. CHAVEZ PARK

8.2.1 MEASURES FOR PERMANENT USE OF LAND FROM, AND PERMANENT EASEMENTS AT, CESAR E. CHAVEZ PARK

As discussed in Chapter 6.0, Preliminary De Minimis Determinations, the I-710 Corridor Project build alternatives will result in the permanent use of 3.4 acres of land from Cesar E. Chavez Park, 0.45 acre for a permanent easement for a wet basin best management practice (BMP) project feature, and 0.19 acre for one bioswale. Those use impacts will be mitigated based on the following measures and project commitments.

PR-1 **Design Refinements at Cesar E. Chavez Park.** If an I-710 Corridor Project build alternative is selected, the California Department of Transportation (Caltrans) will continue to identify and incorporate design refinements to avoid or minimize the permanent use of, permanent easements at, and/or temporary use of land from, Cesar E. Chavez Park in the final design of the build alternative.

PR-2 **Acquisition of Land from Cesar E. Chavez Park.** Caltrans will conduct all acquisition of property (including permanent easements) from Cesar E. Chavez Park for the I-710 Corridor Project in compliance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) of 1970

(Public Law 91-646, 84 Statute 1894). All applicable relocation services and payments will be provided to the owner of the affected Section 4(f) property.

PR-3 **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 Dr. through Cesar E. Chavez Park (currently owned by the City of Long Beach) to within the boundary of the Park. This would be an internal transfer within the City of Long Beach, as the City currently owns the land for both Shoreline Dr. and Cesar E. Chavez Park.

After the City has identified the new boundaries of the Park, including the consolidation of the six discontinuous parcels into three larger parcels, it is anticipated that the City will then:

- Identify park improvements for the new areas added to the Park, including removal of pavement and other materials from Shoreline Dr., 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 St. depressed cross section;
- Develop a plan for the development of the area within and around the proposed wet basin BMP feature in the northwestern part of the park as a wetland; and
- Develop a plan for public access to the northwest part of the park for passive activities such as wildlife viewing and walking.
- Integrate the bioswale (erosion control feature) on the west side of the Park into the overall landscaping/water quality management for that part of the Park; if appropriate, the areas along and including the bioswale may be considered for incorporation in the wetland anticipated at the wet basin BMP feature; and
- Develop the plan for replacing the basketball courts in the part of the Park west of Cesar E. Chavez Elementary School.

The identification and implementation of the park improvements listed above are included in the I-710 Build Alternatives as mitigation commitments for the

permanent use of land from Cesar E. Chavez Park by the project. It is possible that the City's planned Drake/Chavez Greenbelt Master Plan Project, and/or through other future City improvement projects at Cesar E. Chavez Park, could include some or all of the park improvements identified above. As a result, it is possible that some or all of the improvements listed above could be implemented by the City independently from the implementation of the I-710 Corridor Project mitigation commitments. To ensure that this mitigation is implemented to address the effects of the I-710 Corridor Project on the Park, the measures listed above are included as part of the environmental commitments for the I-710 Corridor Project build alternatives until such time as the City commits to, funds, and implements some or all of those improvements independently of the I-710 Corridor Project.

PR-4 **Easement and Maintenance Agreement at Cesar E. Chavez Park.** If the City of Long Beach relinquishes the Shoemaker Bridge structure to Caltrans, Caltrans will coordinate with the City during final design to develop and implement an agreement for a long-term easement for the wet basin and the bioswale located in Cesar E. Chavez Park, including appropriate terms and conditions for access to/from and maintenance of those storm water/water quality control features.

In the event the City does not relinquish the Shoemaker Bridge structure to Caltrans, no maintenance and access agreement would be necessary because the City would be responsible for the maintenance of the Shoemaker Bridge structure and the Park, including the wet basin and bioswale in the Park.

8.2.2 Measure for the Impacts to the Basketball Courts in Cesar E. Chavez Park

As discussed earlier in Chapter 6.0, Alternatives 5A and 6A/B/C will result in the temporary removal of the basketball courts in the part of the Cesar E. Chavez Park west of the school. The effects of the temporary removal of the basketball courts will be mitigated based on the following measure.

PR-5 **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 Alternative 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 3 months after closure of the existing courts.

In the event the City does not proceed with the improvements at Cesar E. Chavez Park (described above in Measure PR-3) that would result in the replacement of the basketball courts no later than 3 months after the closure of the existing courts, Caltrans will require the construction contractor to construct the replacement courts as part of the overall construction for the I-710 Corridor Project, prior to the closure of the existing courts.

8.2.3 Measure for Temporary Closures of Parts of Cesar E. Chavez Park During Construction

As discussed in detail in Chapter 6.0, Alternatives 5A and 6A/B/C may require temporary closures of parts of Cesar E. Chavez Park during project construction, to protect the safety of park visitors and the project construction workers. The following measures will mitigate the effects of those temporary closures.

PR-6 **Temporary Closures of Parts 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 signing 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
- 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

The City of Long Beach will provide written approval of each proposed closure to both the construction contractor and Caltrans 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.

8.2.4 Measure for the Temporary Construction Easement at Cesar E. Chavez Park

As discussed earlier in Chapter 6.0, Alternatives 5A and 6A/B/C will result in the need for a TCE on 6.1 acres in the south part of Cesar E. Chavez Park during project construction. The effects of that TCE on the Park will be mitigated based on the following measure.

PR-7 **Temporary Construction Easement at Cesar E. Chavez Park.** At the completion of construction using the temporary construction easement (TCE) at Cesar E. Chavez Park, 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 City of Long Beach, and the construction contractor.

It is possible the City of Long Beach will be ready to proceed with implementation of park improvements in the area occupied by the TCE at the time the TCE is no longer needed for project construction. Those park improvements would likely be substantially better and of higher quality than what was on the site of the TCE prior to the use of the area for the TCE. Therefore, it is possible the City may request that Caltrans require the construction contractor to make more limited improvements to rehabilitate the site prior to accepting the site from the construction contractor. In that event, the level of effort that the City will require

prior to accepting the land used for the TCE from the construction contractor would be negotiated among Caltrans, the City, and the construction contractor.

8.2.5 Measure for the Temporary Road Detour in Cesar E. Chavez Park

As discussed earlier in Chapter 7.0, Alternatives 5A and 6A/B/C will result in the need for a temporary road detour on 0.41 acre in Cesar E. Chavez Park during construction of realigned Broadway. The effects of that temporary road detour on the park will be mitigated based on the following measure.

PR-8 **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 to remove the road materials and return the area occupied by the temporary detour road to a condition as good as or better than prior to its use for that road. The required improvements for the rehabilitation of that area will be determined in consultation among Caltrans, the City of Long Beach, and the construction contractor.

It is possible the City of Long Beach may wish to keep some or all of the temporary detour road for use as a road, path, or bicycle lane in that part of the Park, consistent with its overall plan for improvements at Cesar E. Chavez Park. Therefore, it is possible the City may request Caltrans to require the construction contractor to make more limited improvements to rehabilitate the area occupied by the temporary detour road prior to accepting the site from the construction contractor. In that event, the level of effort that the City will require prior to accepting the land used for the temporary detour road from the construction contractor would be negotiated among Caltrans, the City, and the construction contractor.

8.3 Measures for Effects at Parque Dos Rios

8.3.1 Measures for the Permanent Use of Land from, and Permanent Easements at, Parque Dos Rios

As discussed in Chapter 4.0, Impacts on Parque Dos Rios, Alternative 5A will result in the permanent use of 5.97 acres of land from Parque Dos Rios. Alternatives 6A/B/C will result in the permanent use of the entire 8.6 acres of Parque Dos Rios. These impacts will be partially mitigated based on the following measures.

PR-9 **Design Refinements for Alternative 5A at Parque Dos Rios.** If Alternative 5A is selected for implementation, Caltrans will continue 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 5A.

PR-10 **Acquisition of Land from Parque Dos Rios.** Caltrans will conduct all acquisition of property from Parque Dos Rios for Alternatives 5A and 6A/B/C in compliance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Statute 1894). All applicable relocation services and payments will be provided to the affected property owners.

PR-11 **Site Plan for the Remaining Area in Parque Dos Rios under Alternative 5A.** If Alternative 5A is selected for implementation, Caltrans will coordinate with the Watershed Conservation Authority (WCA) during final design to develop a plan for recreation facilities and landscaping/native plants on the remaining part of the 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 part of the Park with native plant materials similar to those shown in the current site plan.

PR-12 **Identification of Potential Replacement Property/Properties for Parque Dos Rios.** Caltrans will identify potential replacement property for the land used from Parque Dos Rios by Alternatives 5A and 6A/B/C, based on continued coordination and consultation with the WCA throughout the environmental process for the project. Specifically, Caltrans will coordinate with the WCA to locate property/properties to replace the land permanently used at Parque Dos Rios (5.97or fewer acres by Alternative 5A and 8.6 acres by Alternatives 6A/B/C). 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 recreation resources from the replacement property/properties, notably the Los Angeles River Trail and, for Alternative 5A, the remaining part of Parque Dos Rios.

PR-13 **Conceptual Site Plans for Potential Replacement Property/Properties for Parque Dos Rios.** Caltrans will 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 recreation resources

PR-14 **Acquisition of Replacement Property/Properties for Parque Dos Rios.** Based on agreement with the WCA on the selected replacement property/ properties, Caltrans will acquire those selected property/properties.

PR-15 **Final Site Plan and Plan Installation for Parque Dos Rios.** Caltrans will 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-16 **Transfer of Property Ownership for Parque Dos Rios.** 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 deed the replacement property/properties to the WCA for recreation uses in perpetuity.

8.3.2 Measure for the Temporary Construction Easement at Parque Dos Rios

As discussed in Chapter 4.0, Alternative 5A will result in the need for a TCE in the eastern part of Parque Dos Rios during project construction. The effects of that TCE at Parque Dos Rios will be mitigated based on the following measure.

PR-17 **Temporary Construction Easement at Parque Dos Rios.** At the completion of construction activities that use the temporary construction easement (TCE) 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 part of the Park, as described in Measure PR-11, above.

8.4 Measures for the Permanent Easement at Bandini Park/Batres Community Center

As discussed earlier in Chapter 7.0, the I-710 Corridor Project build alternatives will result in the need for a permanent aerial easement over the northwestern corner of Bandini Park, for an elevated freeway structure. The effects of that permanent easement will be mitigated based on the following:

PR-18 **Easement Agreement at Bandini Park.** During final design, Caltrans will coordinate with the City of Commerce on the development and implementation of an agreement regarding the permanent aerial easement for the overhead freeway structure above the northwestern corner of Bandini Park/Batres Community Center consistent with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

PR-19 **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 described in Measure PR-18 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 prior to any access through the Park.

8.5 Measures for Temporary Trail Closures

As discussed in detail in Chapter 7.0, Other Resources Evaluated, Alternatives 5A and 6A/B/C may require short-term temporary closures of segments of two trails to protect the safety of trail users and project construction workers during construction. Specifically, it is anticipated that segments of the Los Angeles River Trail and the Rio Hondo Trail crossing or in the immediate vicinity of I-710 may be closed temporarily during construction. Those temporary closures may range from a few days to several months, depending on the project construction activity at each

particular crossing. The following measures will mitigate the effects of those temporary closures on trail users.

PR-20 **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 the Los Angeles County Department of Public Works (LACDPW) to review the location and need for each closure. Detours for each closure will be developed in consultation with the LACDPW.

PR-21 **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-22 **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 information that will be provided for 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 Public Works Departments in the jurisdictions where the closures/detours are located.

PR-23 **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 those temporarily closed areas will be returned to the original owner (the LACDPW).

8.6 Other Measures and Permit Conditions

In addition to the measures described above, permit conditions placed on the project and avoidance, minimization, and mitigation measures included in the Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) for the overall I-710 Corridor Project may also benefit the Section 4(f) properties affected by the build alternatives.

9.0 COORDINATION

9.1 OVERVIEW

Consistent with the requirements of Section 4(f), the California Department of Transportation (Caltrans) is required to consult with the agencies having jurisdiction over the Section 4(f) properties identified as potentially used by the I-710 Corridor Project build alternatives. As a result, Caltrans initiated formal consultations with the following agencies:

- San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC), the agency which owns and will operate Parque Dos Rios through the Watershed Conservation Authority, a joint powers entity of the RMC and the Los Angeles County Flood Control District
- City of Long Beach, the agency which owns and operates Cesar E. Chavez Park
- City of Commerce, the agency which owns and operates Bandini Park/Batres Community Center
- Los Angeles County Department of Public Works and Parks and Recreation, the agency which owns and operates the Los Angeles River and Rio Hondo Trails

The relevant information from this report will be provided to these agencies during the consultation process with Caltrans, for their review of and concurrence with the significance of the Section 4(f) property and to confirm that all feasible and prudent measures to avoid or minimize harm to that property have been considered.

9.2 SECTION 4(f) CONSULTATION WITH THE SAN GABRIEL AND LOWER LOS ANGELES RIVERS AND MOUNTAINS CONSERVANCY AND THE WATERSHED CONSERVATION AUTHORITY REGARDING PARQUE DOS RIOS

As discussed in Chapter 4.0, Impacts on Parque Dos Rios, Alternative 5A will result in the permanent use of 5.97 acres of land from Parque Dos Rios, and Alternatives 6A/B/C will result in the use of the entire 8.6-acre park, as shown earlier on Figures 4-1 and 4-2, respectively.

A meeting was held on January 19, 2012, to (1) provide an overview of the I-710 Corridor Project, the alternatives being studied, and the EIR/EIS schedule to the RMC and the Watershed Conservation Authority (WCA) executive staff, and (2) discuss what RMC projects (completed and planned) might be impacted by the I-710 build alternatives. The intent was to

review RMC projects related to biological resources, as well as projects that could be protected under the requirements of Sections 4(f) and/or 6(f).

The attendees at that meeting were:

- Garrett Damrath, Senior Environmental Planner, Caltrans
- Mark Stanley, Executive Officer, RMC
- Jane Beesley, Deputy Executive Officer, WCA
- Danielle Valentino, Community Relations Specialist, Metro
- Ernesto Chaves, Gateway Cities Team, Metro
- Rob McCann, Art Homrighausen, and Elizabeth Hohertz, LSA Associates, Inc.
- Esmeralda Garcia, MIG

At the meeting, it was verified that Alternatives 5A and 6A/B/C would impact the Parque Dos Rios project on the west side of the Los Angeles River near the I-710/Imperial Highway interchange and that they would not impact the RMC/WCA Dominquez Gap (East Basins) project.

RMC/WCA staff advised that they were close to obtaining final construction permits for Parque Dos Rios, and they expected construction to be initiated by September 2012. Given that Parque Dos Rios would be operational prior to completion of the Final EIR/EIS for the I-710 Corridor Project, Caltrans agreed that Parque Dos Rios should be treated as a public park in the draft Section 4(f) evaluation. In addition, the Draft EIR/EIS will discuss the impacts to Parque Dos Rios under each alternative and will include a preliminary assessment of the potential to mitigate the use of land from this park by the build alternatives by replacing it with existing State highway right-of-way that would be vacated under the build alternatives.

In a letter dated April 16, 2012, Caltrans notified the RMC that it was formally initiating the coordination and consultation process under Section 4(f) regarding the project effects on Parque Dos Rios. As part of the Section 4(f) consultation, Caltrans will continue to coordinate with the RMC regarding the project effects on the park and refining the measures identified in Chapter 8.0, Measures to Minimize Harm, to minimize harm to the park, including the identification of appropriate land to replace land in the park used under Section 4(f) by the I-710 Corridor Project. A copy of the April 16, 2012 letter from Caltrans to the RMC is provided in Attachment B, Documentation of Consultation.

9.3 Section 4(f) Consultation with the City of Long Beach regarding Cesar E. Chavez Park

As discussed in detail in Chapter 6.0, Preliminary De Minimis Determinations, Alternatives 5A and 6A/B/C would result in the permanent use of 3.4 acres of land from Cesar E. Chavez Park but would also result in an increase of 1.15 acres in the overall size of the Park. Following the completion of construction, some land on the west side of the Park will be permanently used for transportation purposes but the remainder of the Park will be modified to result in three larger, more functional parcels as shown on Figure 6-1. As a result, although the Park will be temporarily disturbed during project construction, the net effect of Alternatives 5A and 6A/B/C on the Park will be beneficial because the net size of the Park will be increased by 1.15 acres, the Park will be consolidated into three larger, more functional parcels as shown on Figure 6-1, and access to all parts of the Park will be available, including areas not previously accessible to the public.

The City of Long Beach has been actively involved in the planning for the I-710 Corridor Project and attends the monthly I-710 Corridor Project Technical Advisory Committee meetings. In a letter dated April 16, 2012, Caltrans notified the City of Long Beach that it was formally initiating the coordination and consultation process under Section 4(f) regarding the project effects on Cesar E. Chavez Park. As part of the Section 4(f) consultation, Caltrans will request the City of Long Beach to concur with description of Cesar E. Chavez Park, the project effects on the park, and the measures to minimize harm to the park as described in this appendix to the project EIR/EIS. Based on the information in this appendix and the City's review of that information, Caltrans anticipates that it will request the City of Long Beach to concur with its preliminary determination, described in Chapter 6.0, that the effects of the I-710 Corridor Project on Cesar E. Chavez Park would be de minimis after incorporation and implementation of the measures provided in Chapter 8.0. A copy of the April 16, 2012, letter is provided in Attachment B, Documentation of Consultation.

9.4 Section 4(f) Consultation with the City of Commerce Regarding Bandini Park/ Batres Community Center

As discussed in detail in Chapter 6.0, Alternative 5A would result in a permanent 0.04-acre aerial easement over the northwest corner of the Park for an elevated freeway structure. Alternatives 6A/B/C would require a 0.05-acre aerial easement in the northwest corner and an additional 0.01 acre for the area west of the aerial easement, for a total 0.06-acre aerial easement. No existing park amenities or features would be modified or removed as a result of the build alternatives.

The City of Commerce is actively involved in the community participation for the I-710 Corridor Project and has an I-710 Local Advisory Committee that meets twice monthly. The City staff also attends the I-710 Technical Advisory Committee meetings. In a letter dated April 16, 2012, Caltrans notified the City of Commerce that it was formally initiating the coordination and consultation process under Section 4(f) regarding the project effects on Bandini Park/Batres Community Center. As part of the Section 4(f) consultation, Caltrans will request the City of Commerce to concur with description of Bandini Park/Batres Community Center, the project effects on the park, and the measures to minimize harm to the park as described in this appendix to the project EIR/EIS. Based on the information in this appendix and the City's review of that information, Caltrans anticipates that it will request the City of Long Beach to concur with its preliminary determination, described in Chapter 6.0, that the effects of the I-710 Corridor Project on Cesar E. Chavez Park would be de minimis after incorporation and implementation of the measures provided in Chapter 8.0. A copy of the April 16, 2012 letter from Caltrans to the City of Commerce is provided in Attachment B.

9.5 Section 4(f) Consultation with the County of Los Angeles Department of Public Works Regarding the Los Angeles River and the Rio Hondo Trails

As discussed in detail in Chapter 4.0, Alternatives 5A and 6A/B/C would not result in the permanent use of land from the Los Angeles River and the Rio Hondo Trails, but would result in the temporary closure of segments of these Trails during construction to protect the safety of trail users and project construction workers.

The County is actively involved in the I-710 Corridor Project community participation process and attends the I-710 Technical Advisory Committee meetings monthly.

In a letter dated April 16, 2012, Caltrans notified the County that it was formally initiating the coordination and consultation process under Section 4(f) regarding the project effects on the Los Angeles River and Rio Hondo Trails. As part of the Section 4(f) consultation, Caltrans will request the County to concur with description of Trails, the project effects on the Trails, and the measures to minimize harm to the Trails as described in this appendix to the project EIR/EIS. Based on the information in this appendix and the County's review of that information, Caltrans anticipates that it will request the County to concur with its preliminary determination, described in Chapter 6.0, that the effects of the I-710 Corridor Project on the Los Angeles River and Rio Hondo Trails would be temporary occupancies and, therefore, would not trigger the requirements for protection under Section 4(f).

10.0 NET HARM ANALYSIS

10.1 NET HARM ANALYSIS

Table 10-1 summarizes the permanent and temporary use impacts of Alternatives 5A and 6A/B/C on Section 4(f) and 6(f) properties.

Table 10-2 summarizes the net harm at each Section 4(f) property under Alternatives 5A and 6A/B/C. As shown, Alternatives 5A and 6A/B/C will not result in harm to Cesar E. Chavez Park, Bandini Park/Batres Community Center, Parque Dos Rios, the Los Angeles River Trail, the Rio Hondo Trail, or the Transmission Lines after mitigation.

Table 10-1 Summary of Permanent Uses and Other Impacts by Alternative

Alternative 5A			**Alternatives 6A/B/C**		
Permanent Use (acres) and Other Permanent Effects	**Permanent Easements (acres)**	**TCEs and Other Temporary Uses (acres)**	**Permanent Use (acres) and Other Permanent Effects**	**Permanent Easements (acres)**	**TCEs and Other Temporary Uses (acres)**
Cesar E. Chavez Park					
3.4 acres	0.45 acre for a wet basin BMP 0.19 acre for one bioswale	6.1 acres for a TCE. Temporary closures of parts of the Park during construction to protect the safety of park visitors and project construction workers. Temporary removal of the basketball courts west of Cesar E. Chavez Elementary School. Temporary use of 0.41 acre for a temporary detour route during the construction of realigned Broadway.	3.4 acres	0.45 acre for a wet basin BMP 0.19 acre for one bioswale	6.1 acres for a TCE. Temporary closures of parts of the Park during construction to protect the safety of park visitors and project construction workers. Temporary removal of the basketball courts west of Cesar E. Chavez Elementary School. Temporary use of 0.41 acre for a temporary detour route during the construction of realigned Broadway.

Table 10-1 Summary of Permanent Uses and Other Impacts by Alternative

Alternative 5A			Alternatives 6A/B/C		
Permanent Use (acres) and Other Permanent Effects	**Permanent Easements (acres)**	**TCEs and Other Temporary Uses (acres)**	**Permanent Use (acres) and Other Permanent Effects**	**Permanent Easements (acres)**	**TCEs and Other Temporary Uses (acres)**
Bandini Park/Batres Community Center					
None	0.04-acre aerial easement in the northwest corner of the Park	Temporary closure of part of the Park under the elevated freeway structure to protect the safety of park visitors and project construction workers.	None	0.05-acre aerial easement and 0.01 acre for the area west of that aerial easement in the northwest corner of the Park (total 0.06 acre)	Temporary closure of part of the Park under the elevated freeway structure to protect the safety of park visitors and project construction workers.
Parque Dos Rios					
5.97 acres	None	2.64 acres for a TCE	8.6 acres	None	None
Los Angeles River Trail					
None	None	Temporary closures of trail crossings at I-710 and local streets; detours will be provided.	None	None	Temporary closures of trail crossings at I-710 and local streets; detours will be provided.
Rio Hondo Trail					
None	None	Temporary closures of trail crossings at I-710 and local streets; detours will be provided.	None	None	Temporary closures of trail crossings at I-710 and local streets; detours will be provided.
National Register Eligible UP Railroad Rail Lines (two segments)					
None	None	None	None	None	None
National Register Eligible Boulder Dam-Los Angeles 287.5 Kilovolt Transmission Lines					
None	None	None	No permanent acquisition; permanent changes at the towers on each side of I-710	None	None
National Register Eligible Dale's Donuts (4502 Alondra Blvd.)					
0.01 acre	None	None	0.01 acre	None	None

Source: LSA Associates, Inc. (2012) and *Historic Property Survey Report* (Galvin Preservation Associates, Inc., 2012).

BMP = best management practice
I-710 = Interstate 710
National Register = National Register of Historic Places
TCE = temporary construction easement
UP Railroad = Union Pacific Railroad

Table 10-2 Evaluation of Net Harm to Section 4(f) Properties after Mitigation

Use Impacts by Alternative	Net Harm after Mitigation
Cesar E. Chavez Park	
Permanent Uses of Cesar E. Chavez Park Alternatives 5A and 6A/B/C: 3.4 acres	Alternatives 5A and 6A/B/C will result in the permanent use of land from Cesar E. Chavez Park. However, the consolidation of the Park under these Alternatives would result in a net increase of 1.15 acres in the size of the Park. Therefore, Alternatives 5A and 6A/B/C will not result in harm to this property related to the permanent use of land from this Park.
Permanent Easements at Cesar E. Chavez Park Alternatives 5A and 6A/B/C: 0.45 acre for a wet basin and 0.19 acre for a bioswale	Alternatives 5A and 6A/B/C would result in this permanent easement for a wet basin and bioswale in the northwestern most part of the Park. This area may be suitable for development as a wetland, which would be consistent with City of Long Beach plans for improving wetlands farther north along the Los Angeles River. A long-term easement, including an appropriate maintenance and access agreement, would be required between Caltrans and the City of Long Beach for the use of this part of the Park for these BMPs if the City relinquishes the Shoemaker Bridge to Caltrans as part of the improvements to Shoemaker Bridge and local streets in and around the Park.
Temporary Uses of Cesar E. Chavez Park Alternatives 5A and 6A/B/C: Temporary closures of parts of the Park during construction to protect the safety of park visitors and project construction workers.	The duration of construction in the area of any given closure in the Park would typically be for months and not years. No project features or construction activities would occur in the areas of the Park closed temporarily during construction. The construction in the vicinity of the areas temporarily closed during construction would not result in any permanent adverse physical impacts of those areas and would not interfere with the protected activities, features, or attributes of those parts of the Park on a permanent basis. The areas closed temporarily during construction would be returned to a condition that is at least as good as that which existed prior to the project.
Alternatives 5A and 6A/B/C: 6.1 acres for a TCE.	Alternatives 5A and 6A/B/C would result in the use of part of this Park for a TCE during construction. The area proposed to be used for a TCE is currently not used for recreation purposes, would be used for less than the total construction period for the entire project, and would be returned to the City in a condition that is at least as good as that which existed prior to the project.

Table 10-2 Evaluation of Net Harm to Section 4(f) Properties after Mitigation

Use Impacts by Alternative	Net Harm after Mitigation
Alternatives 5A and 6A/B/C: 0.41 acre for a temporary detour road during construction of realigned Broadway.	The duration of construction for realigned Broadway will be less than for the entire project. The temporary detour road would not result in permanent adverse physical impacts and would not interfere with the protected activities, features, or attributes of that part of the Park on a permanent basis. The area used for the temporary road detour would be returned to a condition that is at least as good as that which existed prior to the project.
Alternatives 5A and 6A/B/C: Temporary removal of the basketball courts west of Cesar E. Chavez Elementary School.	The basketball courts will be removed for the construction of realigned 3rd St. The basketball courts will be replaced within 3 months of their removal. The temporary removal of the basketball courts would not result in permanent adverse physical impacts and would not interfere with the protected activities, features, or attributes of that part of the Park on a permanent basis.
Bandini Park/Batres Community Center	
Permanent Uses of Bandini Park/Batres Community Center Alternatives 5A and 6A/B/C: None.	Not applicable.
Permanent Easements at Bandini Park/Batres Community Center Alternative 5A: 0.04-acre permanent aerial easement Alternatives 6A/B/C: 0.06-acre permanent aerial easement	Alternatives 5A and 6A/B/C would each require a permanent aerial easement over the northwesternmost part of this Park. The area in the Park under the elevated structure is concrete and does not contain any recreation resources. A maintenance and access agreement between Caltrans and the City of Commerce would be required for the aerial easement, and that agreement would detail what park functions and activities the City could place in that area. Because the area is not currently used for any recreation uses, the aerial easement is not expected to adversely affect the activities, features, and attributes that qualify this Park for protection under Section 4(f).
Temporary Uses of Bandini Park/Batres Community Center Alternatives 5A and 6A/B/C: Temporary closure of parts of the Park during construction to protect the safety of park visitors and project construction workers.	The duration of construction in the area in the Park temporarily closed to public access would be less than the time needed to construct the entire project. There would be no change in the ownership of the land in the area of the Park temporarily closed during construction. The changes in the Park associated with the temporary closure would be very minor in

Table 10-2 Evaluation of Net Harm to Section 4(f) Properties after Mitigation

Use Impacts by Alternative	Net Harm after Mitigation
	the area of the temporary closure and would not result in any permanent or temporary changes in the recreation features and activities in the Park. The area closed temporarily during construction would be returned to a condition that is at least as good as that which existed prior to the project.
Parque Dos Rios	
Permanent Uses of Parque Dos Rios Alternative 5A: 5.97 acres Alternatives 6A/B/C: 8.6 acres	Alternative 5A will result in the permanent use of land from Parque Dos Rios, which would result in a permanent reduction in the size of this Park. Alternatives 6A/B/C would result in the permanent use of the entire area occupied by this Park. The build alternatives would result in permanent harm to this Park based on the permanent use of land from the Park.
Permanent Easements at Parque Dos Rios Alternatives 5A and 6A/B/C: None	Alternatives 5A and 6A/B/C would not result in any permanent easements at Parque Dos Rios.
Temporary Uses of Parque Dos Rios Alternative 5A: 2.64 acres for a TCE Alternatives 6A/B/C: None	Alternative 5A would result in the use of part of this Park for a TCE during construction. The area proposed to be used for a TCE would be used for less than the total construction period for the entire project and that area would be returned to the WCA in a condition that is at least as good as that which existed prior to the project.
Los Angeles River Trail	
Permanent Uses of and Permanent Easements at the Los Angeles River Trail Alternatives 5A, 6A, and 6B: None	Not applicable.
Temporary Uses of the Los Angeles River Trail Alternatives 5A and 6A/B/C: Short-term temporary closures of the Trail during construction	The construction of Alternatives 5A and 6A/B/C will result in temporary, short-term closures of some segments of the existing Trail during construction. However, the trail crossings will be returned to their original conditions at the completion of the construction of Alternatives 5A and 6A/B/C. Therefore, Alternatives 5A and 6A/B/C would not result in harm to this Trail.
Rio Hondo Trail	
Permanent Uses of and Permanent Easements at the Rio Hondo Trail Alternatives 5A and 6A/B/C: None.	Not applicable.

Table 10-2 Evaluation of Net Harm to Section 4(f) Properties after Mitigation

Use Impacts by Alternative	Net Harm after Mitigation
Temporary Uses of the Rio Hondo Trail Alternatives 5A and 6A/B/C: Short-term temporary closures of the Trail during construction	The construction of Alternatives 5A and 6A/B/C will result in temporary, short-term closures of some segments of the existing Trail during construction. However, the trail crossings will be returned to their original conditions at the completion of the construction of Alternatives 5A and 6A/B/C. Therefore, Alternatives 5A and 6A/B/C would not result in harm to this Trail.

Source: LSA Associates, Inc. (2012).

BMPs = best management practices
TCEs = temporary construction easements
WCA = Watershed Conservation Authority

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11.1 REFERENCES

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LSA Associates, Inc. March 2012. *Community Impact Assessment*.

11.1.3 Persons Contacted

Anna Mendiola, Park Development Officer, City of Long Beach, email February 26, 2010, regarding Cesar E. Chavez Park.

Pat Garrow, Senior Planner, Development Services, City of Long Beach, emails February 25 and February 26, 2009, regarding Cesar E. Chavez Park.

Mark Christoffels, City Engineer, City of Long Beach.

Mark Stanley, Executive Officer, Rivers and Mountains Conservancy

Jane Beesley, Deputy Executive Officer, Watershed Conservation Authority

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Attachment A OTHER RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F)

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A.1 Other Resources Evaluated Relative to the Requirements of Section 4(f)

In addition to the Section 4(f) and 6(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 Interstate 710 (I-710) Corridor Project build alternatives. The Study Area cities are shown on Figure A.1. The resources listed in Tables A-1, A-2, and A-3 were determined to not trigger protection under the requirements of Sections 4(f) and 6(f) as a result of the build alternatives. Tables A-1, A-2, and A-3 are provided following the last page of text in this appendix. The kinds of resources listed in Tables A-1, A-2, and A-3 are:

- Publicly owned parks and recreation facilities, including community centers, senior centers, and other specialized public facilities.
- Public schools with sports fields or other recreation resources that are or could be available to the public outside school hours. Because of the large number of public schools more than 0.5 mile from the proposed I-710 Corridor Project improvements, those schools are listed in one line item; schools within 0.5 mile of the proposed improvements are listed individually.
- Public off-street trails.
- Private recreation resources.
- Wildlife and waterfowl refuges

Each resource listed in Tables A-1, A-2, and A-3 was evaluated to determine whether the I-710 Corridor Project effects would trigger the requirements for protection under Sections 4(f) and 6(f).

Table A-1 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 I-710 Corridor Project 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 A-1.

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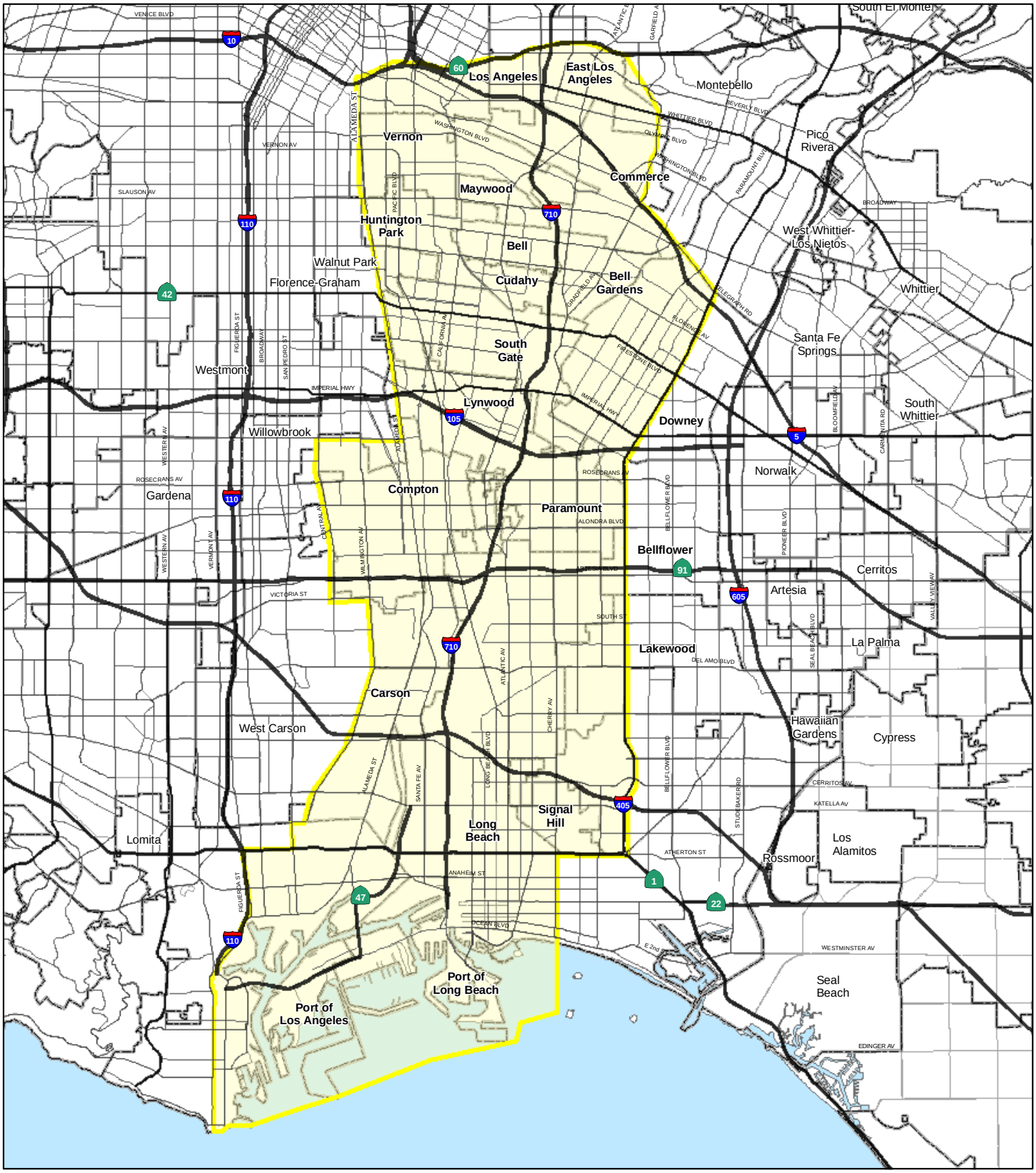

FIGURE A.1

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I-710 Study Area

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SOURCE: TBM (2007)

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I-710 Corridor Project EIR/EIS

I-710 Corridor Project Study Area

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Table A-2 lists resources within 0.5 mile of the proposed I-710 Corridor Project improvements. There is no permanent or constructive use of these resources by the I-710 Corridor Project 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 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. Review of the technical analyses in the EIR/EIS did not identify any project-related proximity impacts that would be so severe after mitigation as to result in substantial diminishment of the activities, features, and/or attributes that qualify the properties listed in Table A-2 for protection under Section 4(f). As a result, it was determined that the I-710 Corridor Project build alternatives would not result in constructive use impacts on the resources listed in Table A-2. Therefore, the requirements for protection under Section 4(f) are not triggered by the build alternatives for the resources listed in Table A-2.

Table A-3 lists resources which are either planned or do not include any designated recreation resources, trails, or wildlife and wildfowl habitats. Therefore, they do not trigger the requirements for protection under Section 4(f).

One resource in the Study Area, Golden Shore Recreational Vehicle Park, is privately owned and operated. Therefore, the requirements for protection under Sections 4(f) and 6(f) are not triggered for that resource.

Table A-1 Resources More than 0.5 Mile from the I-710 Improvements

Resources in the I-710 Corridor Project Area
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)
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
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)
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
Resources in the City of Boyle Heights (refer to Figure 4.5-2 in the CIA for the locations of these resources)
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
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)
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

Table A-1 Resources More than 0.5 Mile from the I-710 Improvements

Resources in the I-710 Corridor Project Area
Victoria Park
Walnut Park
Total schools in City more than 0.5 mile from the I-710 Corridor Project improvements: 19, plus one California State University campus
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)
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
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)
Burrell McDonald Park and Community Center
Cesar 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
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)
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
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)
Apollo Park
Aquatic Center
Barbara J. Riley Community/Senior Center
Brookshire Children's Park
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

Table A-1 Resources More than 0.5 Mile from the I-710 Improvements

Resources in the I-710 Corridor Project Area
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
Resources in the City of Huntington Park (refer to Figure 4.11-2 in the CIA for the locations of these resources)
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
Resources in the City of Lakewood (refer to Figure 4.12-2 in the CIA for the locations of these resources)
Biscailuz Park
Bloomfield Park
Burns Community Center
Candleverde Park
Cherry Cove Park
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
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)
Atlantic Boulevard Park
Belvedere Park
City Terrace Park
Obregon Park
Salazar Park
Saybrook Park
Woods Avenue Park

Table A-1 Resources More than 0.5 Mile from the I-710 Improvements

Resources in the I-710 Corridor Project Area
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
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)
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
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)
Total schools in the City more than 0.5 mile from the I-710 Corridor Project improvements: two elementary schools and one high school
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)
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
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
Resources in the City of Signal Hill (refer to Figure 4.18-2 in the CIA for the locations of these resources)
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
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)
Cesar Chavez Park
Hollydale Community Park and Hollydale Community Resource Center
Imperial Equestrian Center
State Street Park

Table A-1 Resources More than 0.5 Mile from the I-710 Improvements

Resources in the I-710 Corridor Project Area
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.
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)
Vernon City Elementary School
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)
Banning Landing Community Center
Banning Park
East Wilmington Greenbelt
East Wilmington Park
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.
Resources in the Community of San Pedro in the City of Los Angeles (refer to Figure 4.21-2 in the CIA for the locations of these resources)
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: *Community Impact Assessment* (2012).
CIA = Community Impact Assessment
I-710 = Interstate 710

Table A-2 Resources within 0.5 Mile of I-710 Corridor Project Improvements

Resources in the I-710 Corridor Project Area
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)
Debs Park
Rancho San Antonio Sports Plaza
Veteran's Park
Woodlawn Avenue Elementary School
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)
Bell Gardens Elementary School
Bell Gardens Intermediate School
Julia Russ Asmus Park
Marlow Park and Community Center
Youth Center
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)
Dominguez Community Center
Dominguez Elementary School
Dominguez Park
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)
Bandini Elementary School
Bristow Park, Community Center, and Scout Hut
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)
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
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)
Clara Park
Cudahy Park
Ellen Ochoa Learning Center
Park Avenue Elementary School
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)
14th Street Park
Admiral Kidd Park
Alexander Hamilton Middle School
Alice M. Birney Elementary School
Burton W. Chace Park
Cesar Chavez Elementary School
Chavez Wetlands (planned)

Table A-2 Resources within 0.5 Mile of I-710 Corridor Project Improvements

Resources in the I-710 Corridor Project Area
Colin Powell Academy (elementary school)
Coolidge Park
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 9th Grade Academy
Juan Rodriguez Cabrillo High School
Lafayette Elementary School
Lincoln Park
Loma Vista Park
Los Cerritos Elementary School
Los Cerritos Park
Long Beach Aquarium
Long Beach School for Adults
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
Victory Park
Virginia Country Club
William Logan Stephens Middle School
Wrigley Greenbelt
Wrigley Heights No. 1 (Riverlink Park destination site)
Wrigley Heights No. 2 (Riverlink Park destination site)

Table A-2 Resources within 0.5 Mile of I-710 Corridor Project Improvements

Resources in the I-710 Corridor Project Area
Resources in the Unincorporated Community of East Los Angeles (refer to Figure 4.14-2 in the CIA for the locations of these resources)
Ford Boulevard Elementary School
Humphreys Avenue Elementary School
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)
Abbott Elementary School
Burke-Ham Park
Lugo Elementary School
Lynwood Adult Education
Lynwood Community Adult School
Vista Continuation High School
Will Rogers Elementary School
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)
Heliotrope Avenue Elementary School
Maywood Elementary School
Maywood Park and Community Center
Maywood River Park
Pixley Park
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)
Keppel Elementary School
Los Cerritos Elementary School
Orange Avenue Pool
Paramount Park
Ralph C. Dills Park
Spane Park and Community Center
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)
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: *Community Impact Assessment* (2012).
CIA = Community Impact Assessment
I-710 = Interstate 710

Table A-3 Other Resources Considered

Resource	Why Resource Does not Trigger the Requirements for Protection Under Section 4(f)
East Basin of the Dominquez Gap Wetlands Project	The I-710 Corridor Project will not affect the existing East Basin because it is on the east side of the Los Angeles River, and the project improvements in this area are largely on the west side of the River and do not directly affect the East Basin. Therefore, the requirements for protection under Section 4(f) are not triggered for this resource.
West Basin of the Dominquez Gap Wetlands Project	The I-710 Corridor Project will use part of the area occupied by the West Basin as a TCE during construction under Alternative 5A and will directly impact 2.81 acres under Alternatives 6A/B/C. However, the West Basin consists only of functional spreading grounds to allow up to 450 acre-feet per year of water to permeate into the underground aquifer of the West Coast Groundwater Basin. The West Basin is not considered to provide resources for wildlife and water fowl or recreation resources. 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.

Source: LSA Associates, Inc. (2012).
I-710 = Interstate 710
TCE = temporary construction easement

Attachment B DOCUMENTATION OF CONSULTATION

This attachment contains the following correspondence:

- April 16, 2012, initiation of consultation under Section 4(f) letter from the California Department of Transportation (Caltrans) to the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy regarding Parque Dos Rios impacts under Section 4(f).
- April 16, 2012, initiation of consultation under Section 4(f) letter from Caltrans to the City of Long Beach regarding Cesar E. Chavez Park impacts under Section 4(f).
- April 16, 2012, initiation of consultation under Section 4(f) letter from Caltrans to the City of Commerce regarding Bandini Park and Batres Community Center impacts under Section 4(f).
- April 16, 2012, initiation of consultation under Section 4(f) letter from Caltrans to the Los Angeles County Department of Public Works regarding Los Angeles River and Rio Hondo Trails impacts under Section 4(f).

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