

RESOURCES EVALUATED RELATIVE to the REQUIREMENTS of SECTION 4(f)

Interstate 10 Corridor Project

San Bernardino and Los Angeles Counties

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**STATE OF CALIFORNIA
Department of Transportation**

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The State of California
Department of Transportation as assigned

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

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Table of Contents

Chapter 1	Introduction.....	1
1.1	Project Description.....	2
1.2	Project Alternatives.....	3
1.2.1	Alternative 1: No Build Alternative.....	3
1.2.2	Alternative 2: One High-Occupancy Vehicle Lane in Each Direction	3
1.2.3	Alternative 3: Two Express Lanes in Each Direction (Preferred Alternative)	3
1.2.4	Analysis Summary	4
Chapter 2	Regulatory Setting	7
2.1	Determining Section 4(f) Resources	7
2.2	<i>De Minimis</i> Impacts	7
2.2.1	Determining <i>De Minimis</i> Use of Section 4(f) Resources.....	7
2.2.2	Coordination and Concurrence on <i>De Minimis</i> Findings	8
2.2.3	Public Meeting to Disclose Section 4(f) <i>De Minimis</i> Finding	8
2.2.4	<i>De Minimis</i> Use Finding for the I-10 Corridor Project.....	9
2.3	Section 6(f) Resources	9
Chapter 3	List and Description of Section 4(f) Properties	11
3.1	Identification of Section 4(f) Properties	11
3.2	Public Parks and Recreational Facilities.....	12
3.3	Historic and Archaeological Sites.....	22
Chapter 4	Impacts on Section 4(f) Properties	28
4.1	Section 4(f) Impacts by the No Build Alternative	29
4.2	Section 4(f) Impacts by the Build Alternatives.....	29
4.3	MacArthur Park	30
4.3.1	Description of MacArthur Park	30
4.3.2	Project Impacts at MacArthur Park.....	30
4.3.3	Impacts to Section 4(f) Property	36
4.3.4	Documentation of Consultation	36
4.4	Edison Elementary School.....	37
4.4.1	Description of Edison Elementary School	37
4.4.2	Project Impacts at Edison Elementary School	37

4.4.3	Impacts to Section 4(f) Property	42
4.4.4	Documentation of Consultation	42
4.5	Santa Ana River Trail	42
4.5.1	Description of Santa Ana River Trail	42
4.5.2	Section 4(f) Impacts to the Santa Ana River Trail.....	43
4.5.3	Impacts to Section 4(f) Property	48
4.5.4	Documentation of Consultation	48
4.6	Orange Blossom Trail and the Zanja Trail	49
4.6.1	Description of Orange Blossom Trail.....	49
4.6.2	Section 4(f) Impacts to the Orange Blossom Trail and the Zanja Trail.....	49
4.6.3	Impacts to Section 4(f) Property	57
4.6.4	Documentation of Consultation	57
4.7	Euclid Avenue/SR-83	57
4.7.1	Description of Euclid Avenue/SR-83	57
4.7.2	Section 4(f) Impacts to Euclid Avenue/SR-83.....	58
4.7.3	Impacts to Section 4(f) Property	58
4.7.4	Documentation of Consultation	65
Chapter 5	Avoidance, Minimization, and/or Mitigation Measures.....	67
5.1	Common Measures to Minimize Harm.....	67
5.2	Specific Measures to Minimize Harm by Specific Section 4(f) Property.....	68
Chapter 6	Least Harm Analysis and Conclusion.....	71

List of Appendices

Appendix A	Map of Section 4(f) Public Park and Recreational Resources in 0.5-Mile Project Study Area
Appendix B	Summary of Consultation with the City of Montclair
Appendix C	Summary of Consultation with the Ontario-Montclair School District
Appendix D	Summary of Consultation with the San Bernardino County Regional Parks Department
Appendix E	Summary of Consultation with the City of Redlands
Appendix F	Summary of Consultation with the City of Ontario and City of Upland

List of Tables

Table 1: Summary of Properties Subject to Section 4(f) Consideration.....11
Table 2: School Facilities within the Study Area12
Table 3: Parks and Recreational Resources within the Study Area.....16
Table 4: Trails within the Study Area.....21
Table 5: Properties Listed in or Determined Eligible for Listing in the National Register of Historic Places.....23
Table 6: Properties Determined to Not be Eligible for the National Register of Historic Places*24
Table 7: Section 4(f) Impacts Summary Table for Alternative 228
Table 8: Section 4(f) Impacts Summary Table for Alternative 3 (Preferred Alternative)29

List of Figures

Figure 1: Alternative 3 (Preferred Alternative) Section 4(f) Use at MacArthur Park33
Figure 2: Alternative 3 (Preferred Alternative) Section 4(f) Use at Edison Elementary School39
Figure 3: Alternatives 2 and 3 Impacts at the Santa Ana River Trail45
Figure 4: Alternatives 2 and 3 Detour at the Orange Blossom Trail (West)51
Figure 5: Alternatives 2 and 3 Impacts Orange Blossom Trail (East) and the Zanja Trail.....53
Figure 6: Alternative 3 (Preferred Alternative) Section 4(f) Use at Euclid Avenue/SR-83.....59

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Chapter 1 Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (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 recreational lands, wildlife and waterfowl refuges, and historic sites.”

Section 6009(a) of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) amended Section 4(f) legislation at 23 U.S.C. 138 and 49 U.S.C. 303 to simplify the processing and approval of projects that have only *de minimis* use on lands protected by Section 4(f). This revision provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any use avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* use on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. Federal Highway Administration’s (FHWA) final rule on Section 4(f) *de minimis* findings is codified in 23 *Code of Federal Regulations* (CFR) 774.3 and CFR 774.17.

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

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

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

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

The proposed project is a transportation project that may receive federal funding and/or discretionary approvals through the USDOT (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required.

All archaeological and historical sites within the Section 106 Area of Potential Effects (APE) and all public parks, recreational facilities, and wildlife refuges within approximately 0.5 mile of any of the project alternatives have been included in this evaluation.

This Section 4(f) analysis provides an overview of parks, recreational facilities, wildlife refuges, and historic properties found within 0.5 mile of the proposed project in accordance with the requirements of Section 4(f).

To determine whether Section 4(f) applies to a federal transportation project, two prerequisites are considered: (1) the project must involve a resource that is protected under the provisions of Section 4(f), and (2) there must be a use of that resource. Resources subject to Section 4(f) consideration include parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public; publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge; and/or historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public.

1.1 Project Description

Caltrans, in cooperation with the San Bernardino County Transportation Authority (SBCTA), proposes to add freeway lanes through all or a portion of the 33-mile stretch of Interstate 10 (I-10) from the Los Angeles/San Bernardino (LA/SB) county line to Ford Street in San Bernardino County. The project limits, including transition areas, extend from approximately 0.4 mile west of White Avenue in Pomona at Post Mile (PM) 44.9 to Live Oak Canyon Road in Yucaipa at PM 37.0.

The I-10 Corridor Project (I-10 CP) is located within the counties of Los Angeles and San Bernardino. Cities along the project corridor include Claremont, Colton, Fontana, Grand Terrace, Loma Linda, Montclair, Ontario, Pomona, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, Yucaipa, and unincorporated areas, including the community of Bloomington.

1.2 Project Alternatives

The I-10 CP considers one no build alternative and two build alternatives to address existing and future projected traffic demands. A summary of the proposed project alternatives is provided below. For a more detailed discussion of alternatives, please reference Chapter 2 of the Environmental Impact Report (EIR)/Environmental Impact Statement (EIS).

1.2.1 Alternative 1: No Build Alternative

Alternative 1 (No Build) would maintain the existing lane configuration of I-10 within the project limits with no additional mainline lanes or associated improvements to be provided.

1.2.2 Alternative 2: One High-Occupancy Vehicle Lane in Each Direction

Alternative 2 (One High-Occupancy Vehicle Lane in Each Direction) would extend the existing high-occupancy vehicle (HOV) lane in each direction of I-10 from the current HOV terminus near Haven Avenue in the city of Ontario to Ford Street in the city of Redlands, a distance of approximately 25 miles.

1.2.3 Alternative 3: Two Express Lanes in Each Direction (Preferred Alternative)

Alternative 3 (Two Express Lanes in Each Direction) would provide two Express Lanes in each direction of I-10 from the LA/SB county line to California Street (near State Route [SR] 210) in the city of Redlands and one Express Lane in each direction from California Street to Ford Street in the city of Redlands, a total of 33 miles. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll. West of Haven Avenue, a single new lane would be constructed and combined with the existing HOV lane to provide two Express Lanes in each direction; east of Haven Avenue, all Express Lanes would be constructed by the project.

1.2.4 Analysis Summary

All Section 4(f) resources within the study area were analyzed for direct and indirect impacts under each project alternative. The No Build Alternative would not provide any improvements to the I-10 corridor within the project limit. No direct use or constructive use of Section 4(f) resources would be required to construct Alternative 2, although temporary occupancy at two Section 4(f) resources, the Santa Ana River Trail (SART) and Orange Blossom Trail (OBT), is necessary (see Table 7). Alternative 3 would directly impact two Section 4(f) resources: MacArthur Park and Euclid Avenue/SR-83 (see Table 8). Temporary occupancy at SART, OBT, and Euclid Avenue/SR-83 would also result from the construction of Alternative 3. No adverse effect to these resources is anticipated; therefore, a *de minimis* finding was proposed.

MacArthur Park

Alternative 3 would permanently acquire 0.14 acre of MacArthur Park, resulting in a direct use. The area to be acquired does not contribute to the playground or baseball field that qualify MacArthur Park as a resource under Section 4(f); therefore, this acquisition would not adversely use the activities, features, or attributes of MacArthur Park, and a *de minimis* finding was proposed. The City of Montclair concurred with the *de minimis* finding in a letter dated November 28, 2016.

Alternative 3 would also require a 0.16 acre temporary construction easement (TCE) in MacArthur Park; however, the scope of the work is minor, and there are no anticipated permanent adverse physical uses or other interference with the activities or purpose of the resource.

Euclid Avenue/SR-83

Alternative 3 would construct improvements to a small segment of the historic Euclid Avenue between 7th Street in Upland and the vicinity of 6th Street in Ontario. Adverse impacts would be avoided by replacing character-defining features (i.e., stone curbs and trees) in-kind and ensuring that overall continuity of the Euclid Avenue corridor would be maintained; therefore, a *de minimis* finding is proposed. The cities of Upland and Ontario have concurred with the *de minimis* finding. Euclid Avenue/SR-83 would remain open to vehicular traffic during construction of Alternative 3; however, to allow for the flow of vehicular traffic, construction staging would occur in three phases. A Draft Traffic Management Plan (TMP) for the project has been prepared and was designed to minimize traffic delays that may result from lane restrictions or closures during construction operations. As such, no adverse impacts to Euclid Avenue/SR-83 are anticipated to result from the temporary occupancy proposed under Alternative 3.

Santa Ana River Trail

Both Alternatives 2 and 3 would result in a temporary occupancy at the SART, but not direct or constructive use of the resource. Temporary occupancy under the build alternatives would be limited to evenings when the trail is closed. As such, no adverse impacts to the SART are anticipated to result from the temporary occupancy proposed under Alternatives 2 and 3.

Orange Blossom Trail

If the OBT is open prior to proposed project construction, then both Alternatives 2 and 3 would result in temporary occupancy at the OBT; however, neither build alternative would result in a direct or constructive use of the resource. Though the build alternatives would not require any acquisition or permanent easement at the proposed eastern or western segments of OBT, a total of 1.20 miles of the trail would be closed for approximately 18 months while the I-10 mainline bridge is widened. A suitable detour route would be provided to maintain non-motorized connectivity through this segment of the trail, and the OBT's recreational value would not be reduced by the temporary occupancy proposed under Alternatives 2 and 3.

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Chapter 2 Regulatory Setting

2.1 Determining Section 4(f) Resources

There are two steps in determining whether Section 4(f) applies to a project:

1. The project must involve a resource that is protected by the provisions of Section 4(f).
2. There must be a “use” of that resource.

Protected resources include:

- Public parks
- Recreational areas of national, state, or local significance
- Wildlife or waterfowl refuges
- Historic sites of national, state, or local significance

2.2 De Minimis Impacts

2.2.1 Determining De Minimis Use of Section 4(f) Resources

A *de minimis* use of a Section 4(f) resource is a nominal use that would not be adverse to the activities, features, or attributes of the Section 4(f) resource. A *de minimis* use finding can be made for some direct uses and temporary uses; however, a *de minimis* use finding cannot be made for constructive uses.

Under FHWA regulations (23 CFR Section 774.13(d)), temporary occupancy, including TCEs, and other temporary project activities are typically considered *de minimis* use if they do not meet all five conditions for temporary occupancy, as discussed in Section 4.3.2.

Under Section 4(f), *de minimis* use of historic resources would be a finding of either “no effect” or “no adverse effect” under 36 CFR Part 800. For other Section 4(f) protected resources, including publicly owned parks, recreational areas, and wildlife and waterfowl refuges, *de minimis* use would be defined as those uses that do not adversely affect the activities, features, or attributes of the Section 4(f) resource.

The *de minimis* use finding is based on the level of impact, including any avoidance, minimization, and mitigation or enhancement measures that are included in the project to address the Section 4(f) use. *De minimis* use findings are expressly conditioned upon

the implementation of measures that are relied on to reduce the effect to a *de minimis* level.

As discussed below in Sections 2.4.2 through 2.4.4, to reach a *de minimis* use finding for properties where a use would occur, the official(s) with jurisdiction over the Section 4(f) resource must provide written concurrence to Caltrans that the project would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). In addition, the public must be afforded the opportunity to review and comment on the project's uses of identified Section 4(f) resource(s).

2.2.2 Coordination and Concurrence on *De Minimis* Findings

As discussed above, the regulations require coordination with officials that have jurisdiction over park and historic resources that may be impacted by the project prior to the approval of Section 4(f) use findings. Regulations require written concurrence from these officials prior to:

- Making *de minimis* use findings
- Applying an exception for temporary occupancies
- Applying an exception for transportation enhancement and mitigation activities

For parks, recreational areas, wildlife and waterfowl refuges, and historic properties, the officials with jurisdiction over the property must be informed of the intent to make a *de minimis* use determination, after which an opportunity for public review and comment must be provided. Information on these consultations with each official with jurisdiction is provided in detail in Chapter 4.0.

2.2.3 Public Meeting to Disclose Section 4(f) *De Minimis* Finding

After initial formal consultation is conducted with official(s) representing each resource where a Section 4(f) use would occur, a meeting must be held to provide the public with an opportunity to review and comment on the draft environmental document. Section 4(f) resources where a direct use would occur include MacArthur Park and Euclid Avenue/SR-83 and temporary occupancy at the Santa Ana River Trail, the Orange Blossom Trail, and the Zanja Trail. To facilitate public disclosure, notice of the public meeting must be circulated informing agencies and the general public of the time and place of the meeting, project description, and the proposed *de minimis* findings. During the public meeting and circulation of the Draft EIR/EIS, the public was afforded the opportunity to review the environmental document, as well as to comment on the project's impacts on the Section 4(f) resources (Euclid Avenue/SR-

83, MacArthur Park, Santa Ana River Trail, Orange Blossom Trail, and Zanja Trail) along the project corridor. An advertisement in local newspapers also informed the public regarding an opportunity to comment on a Section 4(f) *de minimis* finding.

2.2.4 De Minimis Use Finding for the I-10 Corridor Project

When seeking a *de minimis* use determination for a use of Section 4(f) resources, local agencies must work with Caltrans to complete the analysis. Caltrans is responsible for making the *de minimis* use finding.

After considering any comments received from the public during circulation, and whether the official concurs in writing that the project will not adversely affect the Section 4(f) activities, features, or attributes, then Caltrans finalizes the *de minimis* use determination.

2.3 Section 6(f) Resources

In addition to resources protected under Section 4(f), the I-10 CP is also required to analyze impacts on properties protected or enhanced with Land and Water Conservation Fund (LWCF) grants. Section 6(f)(3) of the LWCF Act (16 U.S.C. Section 4601-4) contains provisions to protect federal investments in park and recreational resources and the quality of those resources. State and local governments often obtain grants through the LWCF Act to acquire or make improvements to parks and recreational areas. Section 6(f) of the LWCF Act prohibits the conversion of property acquired or developed with LWCF grants to a non-recreational purpose without the approval of the U.S. Department of the Interior's (DOI) National Park Service. Section 6(f) further directs DOI to assure that replacement lands of equal value, location, and usefulness are provided as conditions to such conversions. Consequently, where conversion of Section 6(f) lands are proposed for highway projects, replacements will be necessary.

To determine whether LWCF funds were involved in the acquisition or improvement of Section 4(f) resources, State Parks staff and database records of all LWCF-funded parks within San Bernardino and Los Angeles counties were consulted to determine properties pursuant to Section 6(f).¹ Park authorities with jurisdiction will be consulted to confirm Section 6(f) status.

¹ Provided by Cristelle Taillon of California State Parks Grand and Local Services. The reports are dated March 14, 2013, and April 3, 2014.

This research revealed that LWCF funds were utilized for improvements at only one site within 0.5 mile of the proposed project: Sylvan Park (Redlands). Under all of the build alternatives (Alternatives 2 and 3), no conversion of Section 6(f) land would occur because land would not be acquired from this parcel.

During previous consultation with State Parks staff (April 2013), Cucamonga-Guasti Regional Park (County of San Bernardino) and the Santa Ana River Trail (SART) (County of San Bernardino) were also listed as receiving LWCF funding; however, the most recent listing provided by State Parks in April 2014 reveals that the previous funding status has been withdrawn, and these park facilities are no longer considered as Section 6(f) resources in San Bernardino County. The SART, which also traverses portions of Riverside County and Orange County, may still be considered a Section 6(f) resource in those jurisdictions. No use or conversion of either of these properties is proposed as part of the I-10 CP build alternatives. Therefore, no land would be converted or acquired from LWCF-funded parks or recreational resources.

Chapter 3 List and Description of Section 4(f) Properties

3.1 Identification of Section 4(f) Properties

As noted above, resources subject to Section 4(f) consideration include publicly owned lands such as public parks; recreational areas of national, state, or local significance; wildlife and waterfowl refuges; and historic sites of national, state, or local significance.

Resources in the project study area were identified if they were:

- Existing publicly owned recreational and park resources, including local, regional, and State resources;
- Publicly owned wildlife and water fowl refuges and conservation areas;
- Existing public bicycle, pedestrian, and equestrian trails; or
- National Register of Historic Places (NRHP) listed or eligible historic sites.

Research was conducted to identify publicly owned parks, recreational areas, wildlife and waterfowl refuges, and land from a historic site within 0.5 mile of the project alternatives.

Based on this research, there are 82 properties within 0.5 mile of the project corridor that qualify as Section 4(f) resources, including 39 parks, 34 schools with publicly accessible facilities, 4 trails, 4 historic sites, and 1 archaeological site. Of these Section 4(f) properties, only Sylvan Park is also identified as a Section 6(f) resource. A summary of the number of identified resources is provided in Table 1.

Table 1: Summary of Properties Subject to Section 4(f) Consideration

Type of Property	Geographic Location to Project	Number of Properties Identified
Public Parks	Within 0.5 mile	39
Public Schools and Recreational Areas	Within 0.5 mile	34
Trails	Within 0.5 mile	4
Wildlife and Waterfowl Refuges	Within 0.5 mile	0
NRHP-eligible historic sites	Within 0.5 mile	5

Source: Parsons, 2015.

3.2 Public Parks and Recreational Facilities

Seventy-seven (77) publicly owned lands that contain parks and recreational areas are within 0.5 mile of the project corridor, as shown in Appendix A. Of these 77 properties, 34 are public schools with outdoor playgrounds and other recreational facilities, which are assumed to be open to the general public. Of the remaining 43 properties, 39 are outdoor parks and 4 are trails. Tables 2 through 4 provide a summary of all 77 properties by type (i.e., school, park, and trail), including information on location, ownership, facilities available at each property, and whether the property is subject to Section 4(f) protection.

Table 2: School Facilities within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Roosevelt Elementary School	701 N. Huntington Street Pomona, CA 91768	Pomona Unified School District	5.47 acres; baseball backstops, basketball courts, playground	Yes – open to public	1
Lincoln Elementary School	1200 N. Gordon Street Pomona, CA 91768	Pomona Unified School District	5.89 acres; baseball backstops, basketball courts, four square court	Yes – open to public	1
San Jose Elementary School	2015 Cadillac Drive Pomona, CA 91767	Pomona Unified School District	8.27 acres; baseball field, soccer field, basketball court	Yes – open to public	1 & 2
Emerson Middle School	635 Lincoln Avenue Pomona, CA 91767	Pomona Unified School District	16.84 acres; baseball field, football/soccer field, basketball courts, tennis courts	Yes – open to public	1 & 2
Pomona Senior High School	475 Bangor Street Pomona, CA 91767	Pomona Unified School District	37.38 acres; baseball fields, soccer field, basketball courts, tennis courts, pools	Yes – open to public	2
Barfield Elementary School	2181 N. San Antonio Avenue Pomona, CA 91767	Pomona Unified School District	8.95 acres; baseball fields, basketball courts, playground	Yes – open to public	2
Allison Elementary School	1011 Russell Place Pomona, CA 91767	Pomona Unified School District	9.57 acres; soccer fields, basketball courts, playground	Yes – open to public	2

Table 2: School Facilities within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Vista Del Valle Elementary School	550 Vista Drive Claremont, CA 91711	Claremont Unified School District	6.76 acres; baseball field, soccer field, playground, mural	Yes – open to public	2
San Antonio High School	125 W. San Jose Avenue Claremont, CA 91711	Claremont Unified School District	3.57 acres; baseball field	Yes – open to public	2
Moreno Elementary School	4825 Moreno Street Montclair, CA 91763	Ontario-Montclair School District	9.68 acres; baseball backstop, multiple use field, playground	Yes – open to public	3
Serrano Middle School	4725 San Jose Street Montclair, CA 91763	Ontario-Montclair School District	14.07 acres; baseball field, soccer field, basketball courts, handball courts, tennis courts	Yes – open to public	3
El Camino Elementary School	1525 W. 5th Street Ontario, CA 91762	Ontario-Montclair School District	8.56 acres; baseball field, soccer field, basketball courts, playground	Yes – open to public	3
Citrus Elementary School	390 N. Euclid Avenue Upland, CA 91786	Upland Unified School District	9.89 acres; baseball fields, basketball courts, playground, handball courts	Yes – open to public	4
Hawthorne Elementary School	705 W. Hawthorne Street Ontario, CA 91764	Ontario-Montclair School District	7.78 acres; baseball field, soccer field, basketball courts, playground	Yes – open to public	4
Edison Elementary School	515 E. 6th Street Ontario, CA 91764	Ontario-Montclair School District	4.82 acres; baseball field, soccer field, basketball courts, playground	Yes – open to public	4
Berlyn Elementary School	1320 N. Berlyn Avenue Ontario, CA 91764	Ontario-Montclair School District	9.55 acres; baseball backstop, large multiple use field, large playground	Yes – open to public	4
Del Norte Elementary School	850 N. Del Norte Avenue Ontario, CA 91764	Ontario-Montclair School District	9.15 acres; baseball field, soccer field, basketball courts, playground	Yes – open to public	5
Ray Wiltsey Middle School	1450 E. "G" Street Ontario, CA 91764	Ontario-Montclair School District	14.72 acres; large multiple use field, basketball courts, tennis courts, handball/racquetball courts	Yes – open to public	5

Table 2: School Facilities within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Mariposa Elementary School	1605 E. "D" Street Ontario, CA 91764	Ontario-Montclair School District	10.03 acres; multiple purpose field, basketball courts, four square court, swing set	Yes – open to public	5
Vineyard Elementary School	1500 E. 6th Street Ontario, CA 91764	Ontario-Montclair School District	9.09 acres; scattered grass areas, basketball courts, four square court	Yes – open to public	5
Corona Elementary School	1140 N. Corona Avenue Ontario, CA 91764	Corona-Norco Unified School District	8.98 acres; baseball fields, soccer fields, basketball courts, playground	Yes – open to public	5
Ontario Center School	835 N. Center Avenue Ontario, CA 91764	Cucamonga School District	6.98 acres; large grass field and multiple playground areas	Yes – open to public	6
Poplar Elementary School	9937 Poplar Avenue Fontana, CA 92335	Fontana Unified School District	9.27 acres; baseball field, soccer field, basketball courts, playground	Yes – open to public	11
Bloomington Middle School	18829 Orange Street Bloomington, CA 92316	Colton Joint Unified School District	17.04 acres; soccer fields, basketball courts, playground, pool	Yes – open to public	12 & 13
Ruth Grimes Elementary School	1609 Spruce Avenue Bloomington, CA 92316	Colton Joint Unified School District	11.08 acres; baseball field, basketball courts, playground	Yes – open to public	13
Joe Baca Middle School	1640 S. Lilac Bloomington, CA 92313	Colton Joint Unified School District	17.42 acres; large multiple purpose grass field, basketball court, pool	Yes – open to public	13
Slover Mountain High School	18229 Orange Street Bloomington, CA 92316	Colton Joint Unified School District	3.88 acres; baseball field, soccer field, basketball courts	Yes – open to public	14
Colton High School	777 W. Valley Boulevard Colton, CA 92324	Colton Joint Unified School District	43.12 acres; baseball fields, soccer fields, basketball courts, football stadium, tennis courts	Yes – open to public	14

Table 2: School Facilities within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
San Bernardino Valley College	701 Mt. Vernon Avenue San Bernardino, CA 92410	San Bernardino Community College District	81.91 acres; football stadium, baseball field, multiple purpose field, gymnasium	Yes – open to public	16
Richardson Prep Hi Middle School	455 S. "K" Street San Bernardino, CA 92410	San Bernardino City Unified School District	20.04 acres; baseball fields, track with enclosed multiple purpose field, basketball courts, tennis courts	Yes – open to public	16
Cooley Ranch Elementary School	1000 S. Cooley Drive Colton, CA 92324	Colton Joint Unified School District	10.00 acres; large grass areas, basketball courts, four square court	Yes – open to public	17
Orangewood High School	515 Texas Street Redlands, CA 92374	Redlands Unified School District	6.65 acres; baseball fields, playground, grass field	Yes – open to public	19 & 21
Redlands Senior High School	840 E. Citrus Avenue Redlands, CA 92374	Redlands Unified School District	51.54 acres; baseball fields, soccer field, basketball courts, tennis courts, pools	Yes – open to public	21
Franklin Elementary School	850 E. Colton Avenue Redlands, CA 92374	Redlands Unified School District	8.47 acres; baseball field, soccer field, basketball courts, playground	Yes – open to public	21

Source: Parsons, 2014.

Table 3: Parks and Recreational Resources within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Kiwanis Park	950 Weber Street Pomona, CA	City of Pomona	6.37 acres; basketball court, playground, community center, picnic tables, drinking fountains	Yes	1
Ganesha Park	1575 N. White Avenue Pomona, CA 91768	City of Pomona	60.74 acres; picnic pavilions, bandshell, walking trails, playground, tennis courts, pool with water slide, picnic tables, drinking fountains, restroom	Yes	1
Ted Greene Park	2105 N. Orange Grove Avenue Pomona, CA 91767	City of Pomona	1.11 acres; baseball field, playground, grass field, picnic tables, drinking fountains, concession stand, restroom	Yes	1 & 2
Lincoln Park	400 East Lincoln Avenue Pomona, CA 91767	City of Pomona	3.45 acres; baseball fields, playground, restrooms, picnic tables, restrooms, community center	Yes	1 & 2
Jaycee Park	2000 N. San Antonio Avenue Pomona, CA 91767	City of Pomona	5.11 acres; baseball fields, playgrounds, grass field, restrooms, community center	Yes	2
Rancho San Jose Park	600 Block of W. San Jose Avenue Pomona, CA 91711	City of Claremont	0.95 acre; basketball court, playgrounds, grass fields, picnic tables, benches, picnic shelter	Yes	2
Wheeler Park	626 Vista Drive Claremont, CA 91711	City of Claremont	6.88 acres; baseball field, playground, roller hockey rink, basketball court, wading pool, restrooms, community center	Yes	2

Table 3: Parks and Recreational Resources within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Blaisdell Park	440 S. College Avenue Claremont, CA 91711	City of Claremont	2.65 acres; softball field, tennis court, grass field, playground, picnic shelter, restrooms, community center	Yes	2 & 3
Montvue Park	1555 Cordova Street Pomona, CA 91767	City of Pomona	6.08 acres; baseball field, softball field, playground, open grass, picnic shelters, drinking fountains, restrooms, concession stand	Yes	2
Moreno Vista Park	4600 Block of Moreno Street Montclair, CA 91763	City of Montclair	1.27 acres; tennis courts, grass field	Yes	3
Wilderness Basin Park	S. of the I-10 Corridor Bounded by Mills Avenue & Monte Vista Avenue Montclair, CA 91763	City of Montclair	5.72 acres; walking trail, benches, native plant demonstration garden, grass field	Yes	3
MacArthur Park	5450 Deodar Street Montclair, CA 91763	City of Montclair	2.64 acres; playground, baseball/softball backstop, grass field, benches	Yes	3
George Gibbs Park	S. of the I-10 Corridor Bounded by W. Fifth Street & W. Princeton Street Ontario, CA 91762	City of Ontario	0.36 acre; softball field, soccer field, grass field, picnic benches, barbeques	Yes	3
Anthony Munoz Hall of Fame Park	1240 W. Fourth Street Ontario, CA 91762	City of Ontario	1.24 acres; basketball courts, baseball fields, soccer fields, hockey court, playground, restrooms, community center	Yes	3 & 4

Table 3: Parks and Recreational Resources within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Citrus Park	8th Street between San Antonio Avenue & Mountain Avenue Upland, CA 91786	City of Upland	5.63 acres; baseball fields, a grass field, barbeques, restrooms, playground	Yes	4
Fern Reservoir Park	8th Street between Euclid Avenue & San Antonio Avenue Upland, CA 91786	City of Upland	0.87 acre; playground, grass field, picnic tables	Yes	4
Olivedale Park	8th Street between Campus Avenue & Sultana Avenue Upland, CA 91786	City of Upland	6.58 acres; baseball field, concession stand, playground, picnic tables, barbeques, picnic shelter, restrooms	Yes	4
8th Street Reservoir Park	8th Street and Campus Avenue Upland, CA 91786	City of Upland	1.28 acres; baseball fields, bleachers, benches	Yes	4
John Galvin Park	Grove Avenue & 4th Street Ontario, CA 91764	City of Ontario	31.74 acres; Jay Littleton baseball fields, basketball courts, concession stand, tennis courts, volleyball courts, multipurpose concrete court, sheltered picnic areas, restrooms, playgrounds, community center, West Cucamonga Creek Trail	Yes	4 & 5
Memorial Grove Park	Grove Avenue & "I" Street Ontario, CA 91764	City of Ontario	1.15 acres; rolling grass field, scattered trees	Yes	5

Table 3: Parks and Recreational Resources within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Vineyard Park	E. 6th Street & N. Baker Avenue Ontario, CA 91764	City of Ontario	2.39 acres; basketball court, swimming pool, playground, multipurpose trail, barbeques, picnic tables, benches	Yes	5
Cucamonga-Guasti Regional Park	800 N. Archibald Avenue Ontario, CA 91764	San Bernardino County Regional Parks	31.17 acres; 2 fishing lakes, pedal boating, playground, swimming complex, picnic areas, barbeques and benches	Yes	5 & 6
Ayala Park	Valley Boulevard Fontana, CA 92335	San Bernardino County Regional Parks	5.32 acres; basketball court, grass field, playground, picnic shelters, barbeques, walking path, dog park	Yes	12
Fleming Park	535 N. La Cadena Drive Colton, CA 92324	City of Colton	1.61 acres; stage, amphitheater seating, benches, grass lawns, landscaped vegetation, Vietnam War Memorial	Yes	14
Central Park	Colton Avenue & "E" Street Colton, CA 92324	City of Colton	1.46 acres; baseball field, bleacher seating, gazebo	Yes	14
Colton Plunge Park	601 N. Mount Vernon Avenue Colton, CA 92324	City of Colton	7.53 acres; baseball fields, soccer fields, basketball courts, tennis courts, picnic tables, grass field, pools, playground	Yes	14
Veterans Park	290 E. "O" Street Colton, CA 92324	City of Colton	12.61 acres; softball fields, basketball court, horseshoes, handball courts, playground, splash pad, community center, picnic shelters, restrooms	Yes	14

Table 3: Parks and Recreational Resources within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Rich Dauer Park	955 Torrey Pines Drive Colton, CA 92324	City of Colton	3.85 acres; playground, open grass, picnic shelter, BBQs, restrooms	Yes	15
Colony Park	Weir Road & Harwick Drive San Bernardino, CA 92408	City of San Bernardino	0.36 acre; softball field, benches, playground, picnic tables, restrooms	Yes	15
Cooley Ranch Park	2020 Duron Street Colton, CA 92324	City of Colton	2.53 acres; basketball courts, picnic shelters, picnic tables, BBQs; drinking fountains	Yes	15 & 17
Ted and Lila Dawson Park	Anderson Street & Court Street Loma Linda, CA 92354	City of Loma Linda	0.29 acre; small grass lawn, landscaped vegetation, park bench	Yes	18
Elmer Digneo Park	Corner of Anderson Street and Parkland Street Loma Linda, CA 92354	City of Loma Linda	5.03 acres; basketball court, playground, restrooms, BBQ pit, benches, drinking fountains	Yes	18
Sun Park	25300 E. 3rd Street Loma Linda, CA 92354	City of Loma Linda	0.62 acre; gazebo, picnic tables, landscaped vegetation, park benches	Yes	18
Cottonwood Park	Corner of Cottonwood Road and Mountain View Avenue Loma Linda, CA 92354	City of Loma Linda	0.89 acre; playground, gazebo, open grass areas	Yes	18
Jeannie Davis Park	923 W. Redlands Boulevard Redlands, CA 92373	City of Redlands	3.42 acres; multipurpose trail, playground, grass field, picnic tables	Yes	19 & 21
Ed Hales Park	101 E. State Street Redlands, CA 92373	City of Redlands	0.20 acre; benches, sheltered seating, fountain	Yes	21

Table 3: Parks and Recreational Resources within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
The Terrace Park	106 & 500 E. Colton Avenue Redlands, CA 92374	City of Redlands	1.97 acres; multipurpose trail with benches	Yes	21
Sylvan Park	730 Chapel Street Redlands, CA 92374	City of Redlands	19.41 acres; volleyball courts, baseball field, horseshoe pits, lawn bowling, walking trails, playground, multipurpose field, community garden, picnic tables and shelters, stage, restrooms	Yes	21
Ford Park	955 Parkford Drive Redlands, CA 92374	City of Redlands	19.83 acres; tennis courts, picnic tables, playground, fishing pond, grass field	Yes	21 & 22

Source: Parsons, 2014.

Table 4: Trails within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Mid City Connector Trail (Future)	N. of I-10 Corridor from 40 th Street to Santa Ana River Trail San Bernardino, CA	San Bernardino County Regional Parks Department	A future 7.5-mile paved off-street, Class I bicycle path	Yes	15 & 16

Table 4: Trails within the Study Area

Property Name	Location	Current Ownership	Facilities	Subject to Section 4(f) Protection?	Appendix A Sheet Number
Santa Ana River Trail	Along the Santa Ana River from Waterman Avenue to the Riverside County Line San Bernardino County, CA 92408	San Bernardino County Regional Parks Department	7.5 miles of trail ² ; paved off-street, Class I bicycle path	Yes	15 & 17
Orange Blossom Trail (Future)	Between Mountain View Avenue and Ford Street	City of Redlands	A future 3.7-mile paved off-street, multiple-use trail; some portions already constructed outside study area	Yes	18, 19, & 21
Zanja Trail (Future)	Between Church Street and Grove Street	City of Redlands	A future 0.7-mile natural-surface trail and greenway	Yes	21

3.3 Historic and Archaeological Sites

Many efforts have been undertaken to identify historic properties, including a Historical Resources Evaluation Report and an Archaeological Survey Report to support the findings of the project’s Historic Property Survey Report. These studies included cultural resource records and literature searches, Native American consultation, a reconnaissance survey and intensive pedestrian (Phase I) surveys of the project APE, archival research, and consultation with historical societies and local government agencies.

As a part of these studies, 3,383 parcels containing buildings, groups of buildings, and structures were identified within the APE; of these, only 65 properties contained historic period resources that required evaluation. These included 63 historic

² The San Bernardino County Regional Parks Department is currently developing two projects to expand the existing Santa Ana River Trail in San Bernardino County. The Phase III expansion would extend the trail approximately 3.5 miles from its current terminus at Waterman Avenue to California Street in Redlands. Phase IV would run from California Street in Redlands to Garnet Street in Mentone, then up to the San Bernardino National Forest.

architectural properties and 1 historic archaeological site (CA-SBR-12989H [36-014510]). The remaining parcels within the APE were either vacant, contained buildings constructed after 1964, or contained buildings exempt from evaluation in accordance with Attachment 4 of the Section 106 Programmatic Agreement among FHWA, the Advisory Council on Historic Preservation, the SHPO, and Caltrans regarding compliance with Section 106 of the National Historic Preservation Act. Properties listed in or determined eligible for listing in the NRHP are provided in Table 5. Of these properties listed in or determined eligible for listing in the NRHP within the project APE, the proposed project would require direct use of only one property: Euclid Avenue/SR-83. Additional information regarding effects to Euclid Avenue/SR-83 is provided in Section 3.1.8 of the Final EIR/EIS. A *de minimis* finding is proposed for Euclid Avenue/SR-83. Properties determined to not be eligible for the NRHP are provided in Table 6.

Table 5: Properties Listed in or Determined Eligible for Listing in the National Register of Historic Places

Property Name	Address/Location	Listed in the National Register of Historic Places?	Details
Euclid Avenue/SR-83	From 24th Street in Upland to Philadelphia Street in Ontario, CA	Yes	Recorded as National Register Item #05000843 on August 10, 2005
The Curtis Homestead/ CA-SBR-12989(H)	Near Redlands Boulevard and Richardson Street Loma Linda, CA	Eligible	Assumed eligible for the National Register under Criterion D at a local level of significance
Mill Creek Zanja	Sylvan Boulevard E to Mill Creek Road, Redlands, CA	Yes	Recorded as National Register Item #77000329 on May 12, 1977
1055 East Highland Avenue	1055 East Highland Avenue Redlands, CA	Eligible	Assumed eligible for the National Register under Criterion C at a local level of significance
El Carmelo/ The Peppers	926 East Highland Avenue Redlands, CA	Eligible	Assumed eligible for the National Register under Criterion C at a local level of significance

Source: Applied EarthWorks, 2015, National Register, 2014.

**Table 6: Properties Determined to Not be Eligible
for the National Register of Historic Places***

Property Name	Address/Location	Community	Section 4(f) Resource?
1531 N. Euclid Avenue/ The Metcalfe & Bundgard House	1531 N. Euclid Avenue	Ontario	National Register: Not Eligible
1540 N. Euclid Avenue/ The Arthur E. Wilson House	1540 N. Euclid Avenue	Ontario	National Register: Not Eligible
1524 N. Euclid Avenue The James B. Martz House	1524 N. Euclid Avenue	Ontario	National Register: Not Eligible
250 E. 7 th Street	250 E. 7 th Street	Upland	National Register: Not Eligible
265 E. 7 th Street	265 E. 7 th Street	Upland	National Register: Not Eligible
749 Sycamore Court	749 Sycamore Court	Upland	National Register: Not Eligible
947 E. 6 th Street	947 E. 6 th Street	Ontario	National Register: Not Eligible
1024 E. 6 th Street	1024 E. 6 th Street	Ontario	National Register: Not Eligible
1128 E. 5 th Street	1128 E. 5 th Street	Ontario	National Register: Not Eligible
Halgren's Chocolate	1204 N. Grove Avenue	Ontario	National Register: Not Eligible
Union Carbide Industrial Gasses Inc.	10829 Etiwanda Avenue	Fontana	National Register: Not Eligible
16454 Washington Drive	16454 Washington Drive	Fontana	National Register: Not Eligible
16470 Washington Drive	16470 Washington Drive	Fontana	National Register: Not Eligible
16592 Washington Drive	16592 Washington Drive	Fontana	National Register: Not Eligible
18029 Taylor Avenue	18029 Taylor Avenue	Bloomington	National Register: Not Eligible
18083 Taylor Avenue	18083 Taylor Avenue	Bloomington	National Register: Not Eligible
10176 Orchard Street/ Bloomington Garage and LaGue Residence	10176 Orchard Street	Bloomington	National Register: Not Eligible
18661 Orange Street	18661 Orange Street	Bloomington	National Register: Not Eligible
10156 Church Street	10156 Church Street	Bloomington	National Register: Not Eligible
1785 S. Sycamore Avenue	1785 S. Sycamore Avenue	Rialto	National Register: Not Eligible
Entenmanns's - Orowheat Bakery Outlet	20213 Valley Boulevard	Rialto	National Register: Not Eligible
885 W. Valley Boulevard	885 W. Valley Boulevard	Colton	National Register: Not Eligible

**Table 6: Properties Determined to Not be Eligible
for the National Register of Historic Places***

Property Name	Address/Location	Community	Section 4(f) Resource?
110 N. 4 th Street	110 N. 4 th Street	Colton	National Register: Not Eligible
188 E. Valley Boulevard	188 E. Valley Boulevard	Colton	National Register: Not Eligible
444 E. Valley Boulevard	444 E. Valley Boulevard	Colton	National Register: Not Eligible
2396 E. Steel Road	2396 E. Steel Road	Colton	National Register: Not Eligible
428 E. Caroline Street	428 E. Caroline Street	San Bernardino	National Register: Not Eligible
Mission Channel	N/A	San Bernardino/ Loma Linda	National Register: Not Eligible
25435 Redlands Boulevard	25435 Redlands Boulevard	Loma Linda	National Register: Not Eligible
617 Texas Street/ California National Guard	617 Texas Street	Redlands	National Register: Not Eligible
715 W. Colton Avenue/ Covington Engineering	715 W. Colton Avenue	Redlands	National Register: Not Eligible
615 Lawton Street	615 Lawton Street	Redlands	National Register: Not Eligible
503 W. Colton Avenue	503 W. Colton Avenue	Redlands	National Register: Not Eligible
719 N. Eureka Street	719 N. Eureka Street	Redlands	National Register: Not Eligible
201 W. Colton Avenue	201 W. Colton Avenue	Redlands	National Register: Not Eligible
127 W. Colton Avenue	127 W. Colton Avenue	Redlands	National Register: Not Eligible
Terrace Park	The strip of land between Colton and Terrace Avenues, and Church and Sixth Streets	Redlands	National Register: Not Eligible
203 E. Colton Avenue	203 E. Colton Avenue	Redlands	National Register: Not Eligible
211 E. Colton Avenue	211 E. Colton Avenue	Redlands	National Register: Not Eligible
B.W. Cave Residence/322 The Terrace	322 The Terrace	Redlands	National Register: Not Eligible
619 11 th Street	619 11 th Street	Redlands	National Register: Not Eligible
745 E. Stuart Avenue	745 E. Stuart Avenue	Redlands	National Register: Not Eligible
602 Church Street/ Spiritual Treatment Center	602 Church Street	Redlands	National Register: Not Eligible

Table 6: Properties Determined to Not be Eligible for the National Register of Historic Places*

Property Name	Address/Location	Community	Section 4(f) Resource?
522-524 Bonita Avenue	524 Bonita Avenue	Redlands	National Register: Not Eligible
831 Sylvan Boulevard	831 Sylvan Boulevard	Redlands	National Register: Not Eligible
911 E. Central Avenue	911 E. Central Avenue	Redlands	National Register: Not Eligible
924 E. Central Avenue	924 E. Central Avenue	Redlands	National Register: Not Eligible
215 N. University Street	215 N. University Street	Redlands	National Register: Not Eligible
136 N. University Street	136 N. University Street	Redlands	National Register: Not Eligible
130 N. University Street	130 N. University Street	Redlands	National Register: Not Eligible
1106 E. Central Avenue	1106 E. Central Avenue	Redlands	National Register: Not Eligible
507 University Place	507 University Place	Redlands	National Register: Not Eligible
511 University Place	511 University Place	Redlands	National Register: Not Eligible
514 University Place	514 University Place	Redlands	National Register: Not Eligible
517 University Place	517 University Place	Redlands	National Register: Not Eligible
524 University Place	524 University Place	Redlands	National Register: Not Eligible
528 University Place	528 University Place	Redlands	National Register: Not Eligible
532 University Place	532 University Place	Redlands	National Register: Not Eligible
1001 E. Cypress Avenue	1001 Cypress Avenue	Redlands	National Register: Not Eligible
955 E. Cypress Avenue	955 E. Cypress Avenue	Redlands	National Register: Not Eligible
945 E. Cypress Avenue	945 E. Cypress Avenue	Redlands	National Register: Not Eligible
1131 E. Cypress Avenue	1131 E. Cypress Avenue	Redlands	National Register: Not Eligible
*Eligibility for listing in the National Register is determined on an individual basis. These properties have been evaluated in detail on Department of Parks and Recreation Historical Resources Inventory Forms (Series DPR 523) in Appendix A of the Historical Resources Evaluation Report (2014).			

Source: Applied EarthWorks, 2014. National Register, 2014.

As a result of this study, the project APE is known to contain five historic properties listed in or eligible for the NRHP, including one archaeological site.

The Mill Creek *Zanja* (Redlands) and Euclid Avenue/SR-83 (Upland and Ontario) are listed in the NRHP.

The project cultural studies concur with a previous survey-level evaluation of El Carmelo/The Peppers, located at 926 E. Highland Avenue, Redlands, finding that the property is also eligible for listing in the NRHP. In addition, 1055 E. Highland Avenue is assumed eligible for listing in the NHRP at the local level for its architectural quality (Criterion C).

One historic archaeological site, The Curtis Homestead, is eligible for inclusion in the NRHP under Criterion D only. It does not warrant preservation in place; therefore, the exception from the Section 4(f) process applies (23 CFR 774.13(b)).

Chapter 4 Impacts on Section 4(f) Properties

This section describes which Section 4(f) resources may be affected if the proposed project is implemented.

Although not discussed in detail in this chapter, every Section 4(f) resource within the study area was analyzed for direct and indirect impacts under both alternatives. Of the Section 4(f) properties identified in Tables 2 through 6, only four will have impacts under the build alternatives. A summary of impacts is shown in Tables 7 and 8.

Later in this chapter, additional analysis follows for each resource that would be affected by the build alternatives. In each instance, an assessment has been made as to whether any permanent occupancy or temporary occupancy of the property would occur, and whether the proximity of the project would cause any access, visual, air quality, noise, vibration, biological, or water quality impacts that would impair the features or attributes that qualify the resource for protection under Section 4(f).

Based on current design plans for the project, MacArthur Park and Euclid Avenue/ SR-83 are the only properties that would be directly used by Alternative 3; however, no adverse effects to these resources is anticipated. Therefore, a *de minimis* finding was proposed for both MacArthur Park and Euclid Avenue/SR-83. The City of Montclair has concurred the *de minimis* finding for MacArthur Park. A response from the cities of Upland and Ontario for concurrence on the *de minimis* finding for Euclid Avenue/SR-83 has been received.

Table 7: Section 4(f) Impacts Summary Table for Alternative 2

Property Name	Direct Use?	Temporary Occupancy?	Constructive Use?	Impacts
Santa Ana River Trail	No	Yes	No	Temporary overnight closures of the trail would be required to widen the I-10 mainline bridge
Orange Blossom Trail	No	Yes	No	1.12 miles of the trail would be impacted by temporary closures and detours, which would be required to widen the I-10 mainline bridge

Source: Parsons, 2014.

Table 8: Section 4(f) Impacts Summary Table for Alternative 3 (Preferred Alternative)

Property Name	Direct Use?	Temporary Occupancy ?	Constructive Use?	Impacts
MacArthur Park	Yes	Yes	No	0.14-acre permanent acquisition 0.04-acre footing easement 0.16-acre TCE
Santa Ana River Trail	No	Yes	No	Temporary overnight closures of the trail would be required to widen the I-10 mainline bridge
Orange Blossom Trail	No	Yes	No	1.12 miles of the trail would be impacted by temporary closures and detours, which would be required to widen the I-10 mainline bridge
Euclid Avenue/ SR-83	Yes	Yes	No	Bridge replacement and removal of curb and trees

Source: Parsons, 2014.

The following analysis of potential Section 4(f) use for the proposed project includes discussion of how the proposed project would impact each Section 4(f) resource and whether it would result in a use of the resource.

4.1 Section 4(f) Impacts by the No Build Alternative

There would be no impacts to park, recreational, or historic resources subject to Section 4(f) provisions with the No Build Alternative.

4.2 Section 4(f) Impacts by the Build Alternatives

The following sections describe each resource where an impact may occur, provide aerial photos with proposed project improvements for each property, and describe the potential Section 4(f) impacts for each of the build alternatives. The analysis of impacts to Section 4(f) properties along the I-10 corridor is organized in this section geographically from west to east within the project study area.

In summary, Alternative 2 would require temporary occupancy at the Santa Ana River Trail and the Orange Blossom Trail. No direct use or constructive use of Section 4(f) resources would be required to construct Alternative 2.

Under Alternative 3, direct use of two Section 4(f) resources and temporary occupancy at four Section 4(f) resources would be necessary. No constructive use of Section 4(f) resources would be necessary under Alternative 3.

4.3 MacArthur Park

4.3.1 Description of MacArthur Park

MacArthur Park, which is owned by the City of Montclair, is a 2.64-acre public park immediately southeast of the I-10 corridor. Amenities at the park include a large grass field, a baseball backstop, a playground, and benches. No future recreational facilities are currently planned at this resource.

MacArthur Park is accessible for vehicles, cyclists, and pedestrians from one primary access point off of Deodar Street. MacArthur Park is the only outdoor recreational resource for residents in the local community, with the closest Section 4(f) resource more than 0.4 mile away, which makes MacArthur Park particularly important as a local recreational amenity for community residents. However, given its narrow layout, MacArthur Park is not suitable for use by little leagues, soccer clubs, or other organized sports leagues.

4.3.2 Project Impacts at MacArthur Park

Alternative 1

Because there are no project activities proposed in proximity of MacArthur Park under Alternative 1, no use of MacArthur Park would result from this proposed alternative.

Alternative 2

Because there are no project activities proposed in proximity of MacArthur Park under Alternative 2, no use of MacArthur Park would result from this proposed alternative.

Alternative 3 (Preferred Alternative)

Direct Use

Alternative 3 would require acquisition of 0.14 acre of MacArthur Park, which represents 5.3 percent of the park's pre-project acreage. This acquisition would be necessary to widen I-10, accommodate on-ramp realignment at the I-10/Central Avenue interchange, and replace a soundwall on top of the retaining wall. The 0.14-acre direct use area would be acquired for project right-of-way (ROW) and would be converted to transportation uses; however, the 0.14-acre area contains only landscaping, with no recreational facilities or playing fields in this section of the park.

The direct use area would not impact any of the current recreational activities, features, or attributes within the park because none are located in the direct use area. Although the acquisition area would minimally reduce the overall size of the park from 2.64 acres to 2.50 acres, it would not inhibit existing recreational activities within the park.

In addition, a 0.04-acre permanent footing easement would be required within this property, which is necessary to provide structural support for the new soundwall on top of the retaining wall to be constructed adjacent to MacArthur Park. The footing easement would be underground and would not permanently affect recreational activities, features, or attributes within the park. The surface above the footing easement area would be returned to pre-project conditions after temporary occupancy at the area during construction is complete. As discussed below, temporary construction activities are anticipated to last approximately 9 months at MacArthur Park.

Temporary Occupancy

Under Alternative 3, a 0.16-acre TCE would be required at MacArthur Park for approximately 9 months to allow for mainline roadway widening along I-10 and construction of a new soundwall adjacent to the park, as shown in Figure 1. Although this TCE would temporarily reduce the overall park area during construction, it would not impact existing recreational activities, features, or attributes in the park because the area is not used for recreational purposes. Construction of the proposed project would result in a temporary occupancy at the park, although recreational activities at the park can continue throughout project construction.

Constructive Use

Alternative 3 would not result in a constructive use of MacArthur Park. An indirect use would be considered a constructive use under Section 4(f) if the impacts were so severe that the public did not have access to the park and/or recreational activities occurring within the park. Indirect uses related to the build alternatives are discussed below.

Accessibility

Access to and parking for MacArthur Park would be maintained at all times during construction and operation of Alternative 3.

Visual

Alternative 3 would replace an existing soundwall and landscaping treatments at the north end of the park with a new soundwall. Temporarily disturbed areas would be returned to pre-project conditions once construction is completed; therefore, the minor visual changes associated with Alternative 3 would not be considered a Section 4(f) constructive use.

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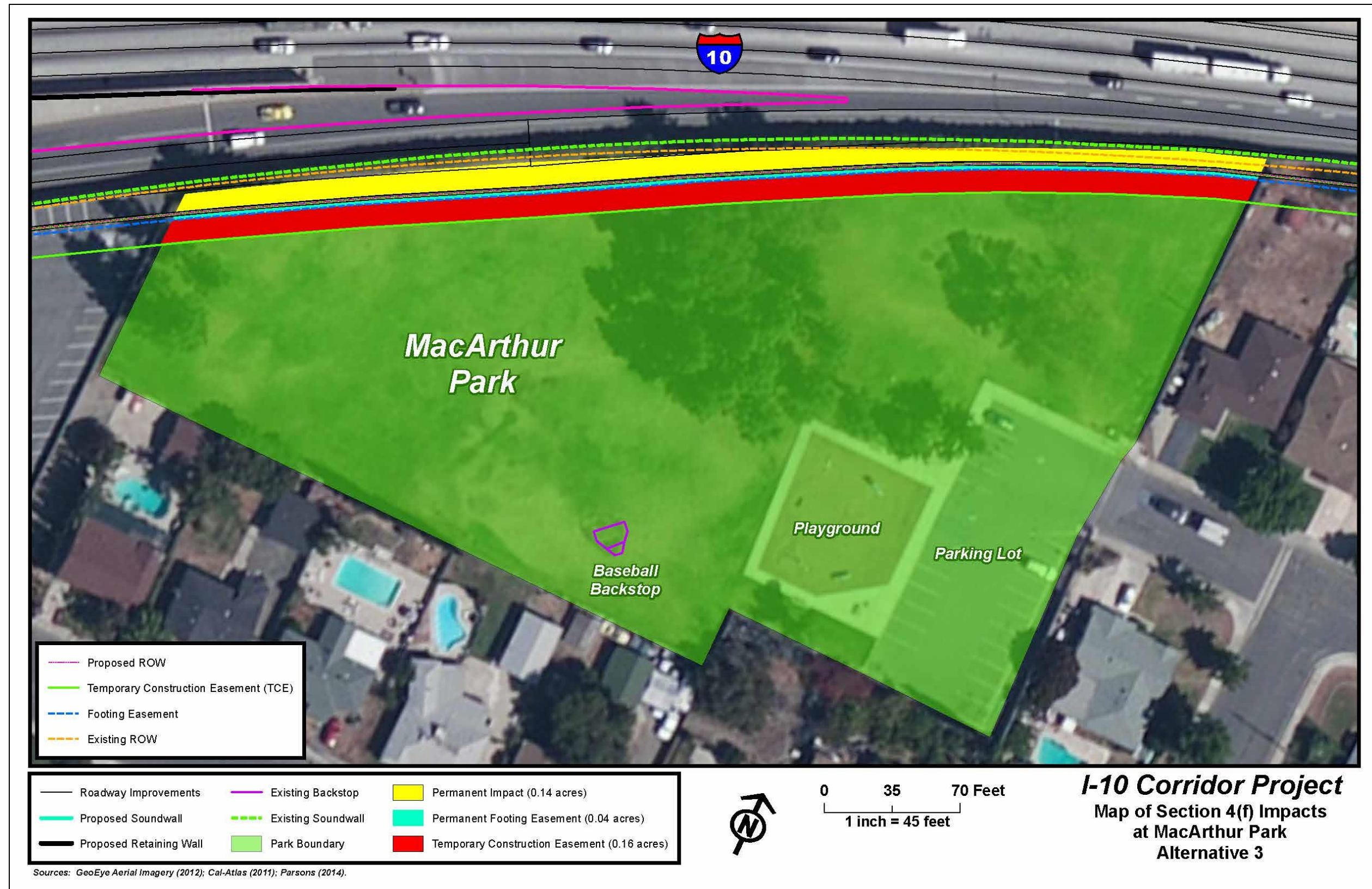


Figure 1: Alternative 3 (Preferred Alternative) Section 4(f) Use at MacArthur Park

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Air Quality and Noise

Indirect air quality and noise impacts as a result of Alternative 3 are not expected to result in a constructive use of MacArthur Park. The park is currently subject to indirect air quality and noise impacts due to its proximity to the existing I-10 mainline and due to the park's location in a built-out suburban environment. The incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit existing recreational functions in the park that are already subject to noise and air quality associated with I-10. The proposed project would not result in a Section 4(f) constructive use of the park due to indirect noise and air quality impacts.

Vibration

Vibration impacts as a result of Alternative 3 would not result in a constructive use of MacArthur Park. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. These impacts would be short term and would not inhibit recreational use of the site during construction. During operation of Alternative 3, ground-borne vibration impacts are not anticipated beyond the impacts currently experienced as a result of vehicles traveling through the study area. Therefore, there would be no vibration impacts at MacArthur Park that would result in a Section 4(f) constructive use.

Vegetation and Wildlife

MacArthur Park is located in a built-out suburban area; there are no wildlife corridors or vegetation adjacent to the park that would be indirectly impacted by the project; therefore, there would be no vegetation or wildlife impacts at the park resulting in a Section 4(f) constructive use.

Water Quality

Construction of Alternative 3 has the potential to affect water quality. Potential pollutant sources from the building phase of this alternative include construction activities and materials expected at the project site, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils. Similarly, operation of this alternative has the potential to affect water quality. Potential pollutant sources associated with operation of this alternative include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care; however, with minimization measures, short-term and long-term water quality impacts associated

with Alternative 3 would not substantially impair the activities, features, and/or attributes that qualify the park for protection under Section 4(f).

4.3.3 Impacts to Section 4(f) Property

As discussed above, there are no project activities proposed near MacArthur Park under Alternatives 1 or 2; therefore, no use of MacArthur Park would result from either of these alternatives.

Alternative 3 would result in direct use and temporary occupancy at MacArthur Park. No constructive use of this resource is proposed under Alternative 3.

Alternative 3 would require direct use of 0.14 acre of MacArthur Park in the form of permanent acquisition, which represents 5.3 percent of the park's pre-project acreage.

The area to be acquired is landscaped with mature trees and grass, which do not contribute to the playground or baseball field that qualify MacArthur Park as a resource under Section 4(f). Therefore, this acquisition would not adversely impact the activities, features, or attributes of MacArthur Park and a *de minimis* finding is proposed.

In addition, Alternative 3 would result in a temporary occupancy of 0.16 acre in MacArthur Park; however, work is minor in scope, and there are no anticipated permanent adverse physical effects or other interference with the activities or purpose of the resource. Temporarily disturbed areas would be fully restored to pre-project condition once the temporary occupancy is complete.

4.3.4 Documentation of Consultation

Since the scoping period, Caltrans has made contact with the City of Montclair to consult on the project impacts to MacArthur Park. Caltrans sent a letter to the City of Montclair on January 15, 2015, which described the proposed project, provided project design near MacArthur Park, identified impacts, and proposed avoidance, minimization, and mitigation measures. Meetings and further correspondence between Caltrans and the City of Montclair occurred during public review of the Draft EIR/EIS. Caltrans then received a letter from the City of Montclair, dated November 28, 2016, providing concurrence with Caltrans' determination that the proposed project would result in *de minimis* impacts to MacArthur Park under Section 4(f) because the activities, features and attributes of this resource would not be adversely affected. A copy of the concurrence letter can be found in Appendix B.

4.4 Edison Elementary School

4.4.1 Description of Edison Elementary School

Edison Elementary School, which is owned by the Ontario-Montclair School District (OMSD), is a 4.79-acre public school immediately located approximately 40 feet south of the I-10 corridor. There are sports facilities at Edison Elementary School, including a soccer field, basketball courts, a grass field, and a playground. No additional recreational facilities are planned for Edison Elementary School at this time.

This school allows public recreational uses of their facilities; however, no organized groups actively used the site at the time of this study, and public recreational usage is sporadic. Users can access the site by vehicle or foot from North Sultana Avenue and East Sixth Street. There are seven other Section 4(f) resources within 1 mile of Edison Elementary School with recreational amenities that could easily be enjoyed in the immediate vicinity.

4.4.2 Project Impacts at Edison Elementary School

Alternative 1

Because there are no project activities proposed in proximity to this site under Alternative 1, no use would occur as a result of this alternative.

Alternative 2

Because there are no project activities proposed in proximity to this site under Alternative 2, no use would occur as a result of this alternative.

Alternative 3 (Preferred Alternative)

Direct Use

Alternative 3 would not require any acquisition or permanent easement of Edison Elementary School. Property from this school would not be permanently incorporated into the project, either through partial or full acquisition. Furthermore, no permanent project features would be constructed that would modify or otherwise permanently impact recreational or other activities. The project would not result in a direct use at Edison Elementary School.

Temporary Occupancy

After circulation of the Draft EIR/EIS, the design of Alternative 3 was refined to avoid a previously identified TCE that would have required a temporary occupancy on school property. Therefore, under this design modification, there are no Section 4(f) impacts

to Edison Elementary School, and no concurrence from the jurisdictional authority of the park is required.

Constructive Use

Alternative 3 would not result in a constructive use of Edison Elementary School. An indirect impact would be considered a constructive use under Section 4(f) if the impact were so severe that the public did not have access to the school and/or recreational activities occurring within the park were severely impacted by the project. Indirect uses related to the build alternatives are discussed below.

Accessibility

Access and parking for Edison Elementary School would be maintained at all times during construction and operation of Alternative 3. During construction on the Sultana Avenue Bridge, circulation would be maintained to Edison Elementary School via Euclid Avenue and Campus Avenue. After construction on Sultana Avenue is completed, access to Edison Elementary via Sultana Avenue would be restored. Final locations of detour routes will be fully evaluated in the Final TMP to be prepared during the design-build phase in conjunction with the construction staging plan. Details relating to duration and frequency of closure and analysis of the impacts that the proposed detour routes will have on the local streets will also be analyzed in the Final TMP. Therefore, access to the school would not be so substantially impaired as to qualify the school for protection under Section 4(f).

Visual

There would be no changes that would substantially alter views to and from the school due to construction of a retaining wall and road profile change near Edison Elementary School; therefore, Alternative 3 would not substantially impair the activities, features, and/or attributes that qualify the school for protection under Section 4(f).

Air Quality and Noise

Indirect air quality and noise impacts as a result of Alternative 3 are not expected to result in a constructive use of Edison Elementary School. The school is currently subject to indirect air quality and noise impacts due to its proximity to the existing I-10 mainline and due to the school's location in a built-out suburban environment.

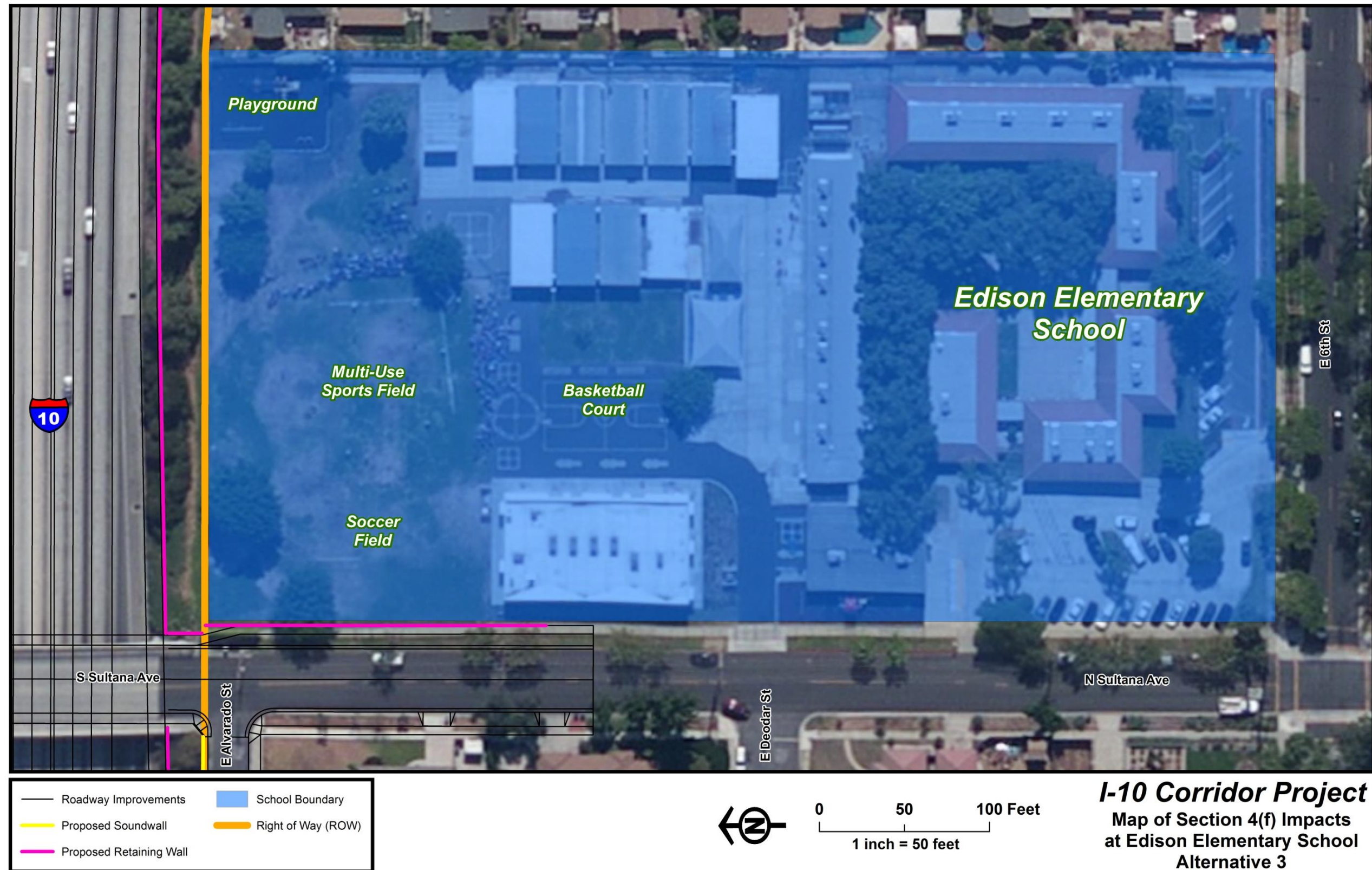


Figure 2: Alternative 3 (Preferred Alternative) Section 4(f) Use at Edison Elementary School

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Vibration

Vibration impacts as a result of Alternative 3 would not result in a constructive use of Edison Elementary School. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. These impacts would be short term and would not inhibit recreational activities of the site during construction. During operation of Alternative 3, ground-borne vibration impacts are not anticipated beyond the impacts currently experienced as a result of vehicles traveling through the study area. Therefore, there would be no vibration impacts at Edison Elementary School that would result in a Section 4(f) constructive use.

The incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit existing recreational functions in the park that are already subject to noise and air quality associated with I-10. The proposed project would not result in a Section 4(f) constructive use of the school due to indirect noise and air quality impacts.

Vegetation and Wildlife

Edison Elementary School is located in a built-out suburban area. There are no wildlife corridors or vegetation adjacent to the school that would be indirectly impacted by the project; therefore, there would be no vegetation or wildlife impacts at the school resulting in a Section 4(f) constructive use.

Water Quality

Construction of Alternative 3 has the potential to alter water quality. Potential pollutant sources from the building phase of this alternative include construction activities and materials expected at the project site, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils. Similarly, operation of this alternative has the potential to alter water quality. Potential pollutant sources associated with operation of this alternative include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care; however, with minimization measures, short-term and long-term water quality impacts associated with Alternative 3 would not substantially impair the activities, features, and/or attributes that qualify the school for protection under Section 4(f).

4.4.3 Impacts to Section 4(f) Property

Neither of the build alternatives would result in temporary occupancy or a direct or constructive use of Edison Elementary School.

As discussed in the prior section, impacts would not be adverse to the activities, features, or attributes of the Section 4(f) resource, construction of Alternative 3 would not trigger the provisions of Section 4(f).

4.4.4 Documentation of Consultation

Since the scoping period, Caltrans has made contact with OMSD to consult on the project's impacts to Edison Elementary School. Caltrans sent a letter to OMSD on November 3, 2014, which described the proposed project, provided project design near Edison Elementary School, identified impacts, and proposed avoidance, minimization, and mitigation measures. A focused meeting was held with OMSD on March 12, 2015. On July 13, 2015, OMSD sent a commenter letter (see Appendix C for a copy of the letter). Meetings and further coordination between Caltrans and OMSD continued throughout development of the Final EIR/EIS. As previously discussed, after circulation of the Draft EIR/EIS, engineering design has been refined to which no direct use, temporary occupancy, or constructive use of Edison Elementary School or associated sports facilities would be required by any of the build alternatives and, as a result, no concurrence from OMSD is required.

4.5 Santa Ana River Trail

4.5.1 Description of Santa Ana River Trail

The SART extends approximately 70 miles across Orange, Riverside, and San Bernardino counties and 14 incorporated cities in those counties. Within the study area established for the I-10 CP, the SART is a paved off-street, Class I bicycle path under the jurisdiction of the San Bernardino County Regional Parks Department.

The San Bernardino County portion of the SART is described in phases, with the I-10 CP occurring in Phase 2, which runs from just northeast of the project area at Waterman Avenue in San Bernardino to La Cadena Avenue in Colton, crossing underneath I-10 just west of Interstate 215 (I-215).

The San Bernardino County Regional Parks Department has two phases of expansion planned along the SART, which will collectively expand the coverage of the trail approximately 15 miles through the cities of Redlands and Mentone. First, when

constructed in 2015, Phase 3 of the SART will cover 3.6 miles, running from Waterman Avenue to Alabama Street in Redlands. Phase 4 will run from California Street in Redlands to Garnet Street in Mentone, then up to the San Bernardino National Forest for a total of 11 miles. In addition, SBCTA has identified the Mid City Connector Trail as a future Class I Bike Path, which will connect northern San Bernardino to the SART just north of the project limits.

Outside of the project area, the SART is available for bicyclists and pedestrians. Some segments of the SART are unpaved and are used by equestrians. Trail usage is generally light during the weekdays, with users consisting primarily of bike commuters. Recreational usage is highest during weekend days and holidays.

Features that make the SART unique include its complete separation from motor vehicle traffic; its length and route; its views of natural and developed areas along the trail alignment; and the access the trail provides to other recreational facilities, including parks and other trails.

4.5.2 Section 4(f) Impacts to the Santa Ana River Trail

Alternative 1

Because there are no project activities proposed in proximity to this site under Alternative 1, no use would occur as a result of this alternative.

Alternatives 2 and 3

Three bridge widenings above the SART are proposed under Alternatives 2 and 3; therefore, this section discusses impacts to the SART collectively under both alternatives.

Direct Use

Alternatives 2 and 3 would not require any acquisition or permanent easement of the SART. Land from this resource would not be permanently incorporated into the project, either through partial or full acquisition. Furthermore, no permanent project features would be constructed that would modify or otherwise permanently alter the SART. Any trail closures would occur at night after sunset to avoid all impacts to users of the Santa Ana River Trail. Given that the Santa Ana River Trail is only open from sunrise to sunset, work outside of these hours would not require closure or detour of the trail.

Temporary Occupancy

Under Alternatives 2 and 3, brief temporary closures of the SART at night would be necessary to widen three I-10 mainline bridges that cross over the trail. During

construction, an 8-foot-tall falsework clearance would be maintained to provide accessibility to the SART facility.

As proposed, bridge widening above the SART at this location would not interfere with the activities or purposes of the SART under Alternatives 2 or 3. Under this temporary occupancy, no changes would occur to the protected resource, and land would be fully restored to pre-project conditions after construction.

Constructive Use

Alternatives 2 and 3 would not result in a constructive use of the SART. An indirect impact would be considered a constructive use under Section 4(f) if the impact were so severe that the public did not have access to the park and/or recreational activities occurring within the park were severely impacted by the project's impacts. Indirect uses related to the build alternatives are discussed below.

Accessibility

Access to and parking for the SART would be maintained at all times during construction and operation of Alternatives 2 and 3; therefore, indirect impacts to accessibility would not occur.

Visual

Alternatives 2 and 3 include widening the existing bridge structures. No trees or other existing vegetation would be removed under either alternative. The proposed bridge structures parallel to the existing I-10 mainline bridge structures would not be a substantial change in the visual landscape for users of the SART; therefore, the indirect visual impacts would not be considered a Section 4(f) constructive use.

Air Quality and Noise

Indirect air quality and noise impacts as a result of Alternatives 2 and 3 are not expected to result in a constructive use of the SART. The trail is currently subject to indirect air quality and noise impacts due to its proximity to the existing I-10 mainline. The incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit existing recreational functions in the trail that are already subject to noise and air quality associated with I-10. The proposed project would not result in a Section 4(f) constructive use of the SART due to indirect noise and air quality impacts.

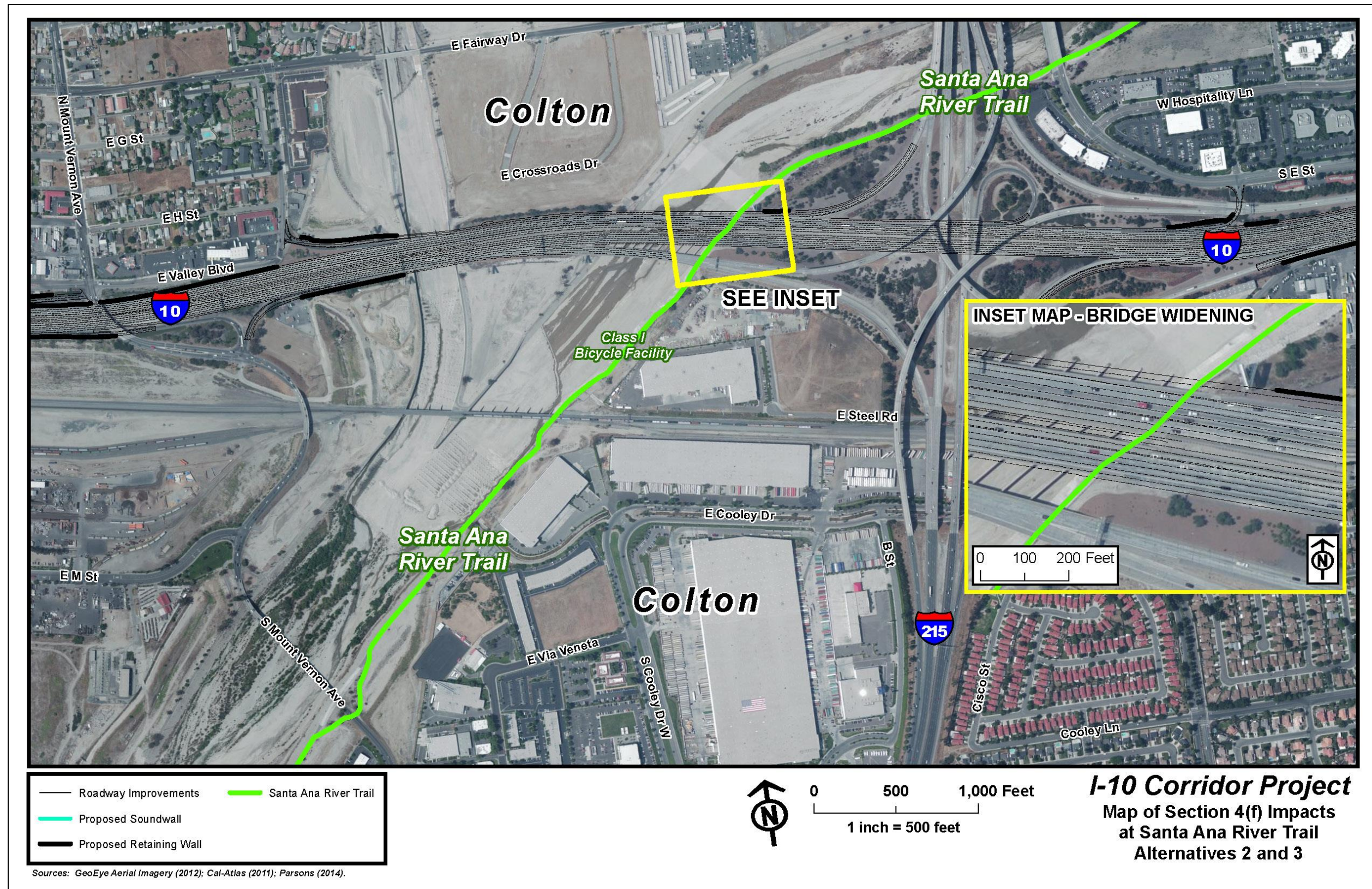


Figure 3: Alternatives 2 and 3 Impacts at the Santa Ana River Trail

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Vibration

Vibration impacts as a result of Alternative 3 would not result in a constructive use of the SART. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. These impacts would be short term and would not inhibit recreational activities of the site during construction. During operation of Alternative 3, ground-borne vibration impacts are not anticipated beyond the impacts currently experienced as a result of vehicles traveling through the study area. Therefore, there would be no vibration impacts at the SART that would result in a Section 4(f) constructive use.

Vegetation and Wildlife

The Santa Ana River, immediately adjacent to the SART, has been classified by San Bernardino County as a regional wildlife corridor for its entire length through the county. Although urbanized within the study area near I-10, the Santa Ana River is an important open space resource providing important habitat while allowing for wildlife movement between open space areas.

The only permanent improvements under Alternatives 2 and 3 are proposed bridge widenings over the Santa Ana River, which would maintain the function of the Santa Ana River as a regional wildlife movement corridor; therefore, no long-term, indirect impacts to wildlife movement within the Santa Ana River would occur from Alternatives 2 or 3.

In addition, there is no vegetation within the Santa Ana River or along the SART that would be indirectly impacted by the project. Any vegetation temporarily disturbed would be replaced in-kind after project construction. Therefore, there would be no vegetation or wildlife impacts at the SART that would result in a Section 4(f) constructive use.

Water Quality

Construction of Alternative 3 has the potential to alter water quality. Potential pollutant sources from the building phase of this alternative include construction activities and materials expected at the project site, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils. Similarly, operation of this alternative has the potential to alter water quality. Potential pollutant sources associated with operation of this alternative include motor vehicles, highway

maintenance, illegal dumping, spills, and landscaping care; however, with minimization measures, short-term and long-term water quality impacts associated with Alternative 3 would not substantially impair the activities, features, and/or attributes that qualify the trail for protection under Section 4(f).

4.5.3 Impacts to Section 4(f) Property

Alternative 1 would result in no temporary occupancy, direct, or constructive use of the SART. Alternatives 2 and 3 would result in a temporary occupancy at the SART, but no direct or constructive use of the resource. Given that temporary occupancy under Alternatives 2 and 3 would occur at night when the trail is closed, no adverse impacts to the SART are anticipated to result from temporary occupancy under Alternative 2 or 3.

4.5.4 Documentation of Consultation

During the scoping period for the proposed project in November 2012, the San Bernardino County Regional Parks Department provided comments regarding their concerns that the proposed project might result in temporary and permanent impacts to the SART (see Appendix D for a copy of the letter). In their letter, the County requested that plans be submitted for review. Additionally, the County requested that trail closures be kept to a minimum and restricted to weekday periods when trail traffic is typically light.

Since the scoping period, Caltrans has made contact with the County to consult on project impacts to the SART and address their concerns identified during the scoping period. Caltrans sent a letter to the County on November 3, 2014, which described the proposed project, provided project design near the SART, identified impacts, and proposed avoidance, minimization, and/or mitigation measures. Caltrans then received a letter from San Bernardino County Regional Parks Department, dated November 1, 2016, providing concurrence that the proposed project would not adversely affect the activities, features, and attributes of the SART on the condition that the agreed upon minimization measures are implemented. A copy of the concurrence letter can be found in Appendix D. Meetings and further correspondence between Caltrans and the County will continue to occur throughout the project.

4.6 Orange Blossom Trail and the Zanja Trail

4.6.1 Description of Orange Blossom Trail

The Orange Blossom Trail (OBT) is a Redlands city trail that will ultimately run west to east throughout much of the city. Currently, only two short segments of the trail have been constructed. Both existing segments are south of the study area. In the near future, construction will begin on the western segment of the OBT from Mountain View Avenue in the west to California Street in the east. Thereafter, the city intends to construct an additional segment of the OBT spanning from downtown to the University of Redlands and Mentone. This final eastern segment would be constructed approximately from 6th Street in the west to Wabash Avenue in the east.

Based on current design, the future western and eastern segments of the OBT will be paved off-street, Class I bicycle paths similar to the two existing segments. These trails will collectively be owned and managed under the jurisdiction of the City of Redlands. Based on current information available for the project, the OBT would be available for bicyclists and pedestrians.

In addition, the City of Redlands is working with local nonprofit organizations and the University of Redlands to design and construct the Zanja Trail. Located within and adjacent to Sylvan Park, the Zanja Trail would tie into the eastern segment of the planned OBT between Sylvan Boulevard and Park Avenue near or beneath the I-10 overpass. The Zanja Trail is conceived of as a natural surface trail and greenway that would parallel and/or share a similar footprint as the OBT in some locations.

Once they are constructed, features that will make the OBT and the Zanja Trail unique include their complete separation from motor vehicle traffic; their length and route; their views of natural and undeveloped areas along the trail alignment; and the access the trail provides to other recreational facilities, including parks and other trails including downtown Redlands, University of Redlands, the SART, Crafton Hills Trails, and several pocket parks proposed along their alignments.

4.6.2 Section 4(f) Impacts to the Orange Blossom Trail and the Zanja Trail

Alternative 1

Because there are no project activities proposed in proximity to this site under Alternative 1, no use would occur as a result of this alternative.

Alternatives 2 and 3

Outside bridge widening on both sides of the bridge above the proposed western segment of the OBT are proposed under Alternatives 2 and 3; therefore, this section discusses impacts to the OBT collectively under both alternatives. No project improvements or construction activities are proposed near the Zanja Trail under either Alternative 2 or 3.

Direct Use

Alternatives 2 and 3 would not require any acquisition or permanent easement at either the proposed eastern or western segments of OBT or the Zanja Trail. Land from these resources would not be permanently incorporated into the project, either through partial or full acquisition. Furthermore, no permanent project features would be constructed that would modify or otherwise permanently impact the OBT or Zanja Trail; therefore, there would be no direct use of these resources.

Temporary Occupancy

If constructed prior to the I-10 CP, Alternatives 2 and 3 would require a detour of the western segment of the planned OBT to widen the I-10 mainline bridge, which crosses over the trail, as shown in Figure 4. A total of 1.20 miles of the trail would be closed for approximately 18 months.

A temporary occupancy, including closures or detours, would be required at the Zanja Trail under Alternatives 2 and 3, as shown in Figure 5.

Temporary closure and detour of the OBT associated with Alternatives 2 and 3 may temporarily reduce the overall recreational value of the trail during bridge widening.

The proposed temporary closure of the OBT would occur from Mountain View Avenue to California Street in Redlands. If the OBT is constructed prior to construction of the I-10 CP, trail traffic would be detoured along local streets (Lugonia Avenue and California Street) for approximately 18 months while I-10 bridge widenings are constructed over the OBT alignment. A map of the proposed temporary detour is provided as Figure 4.

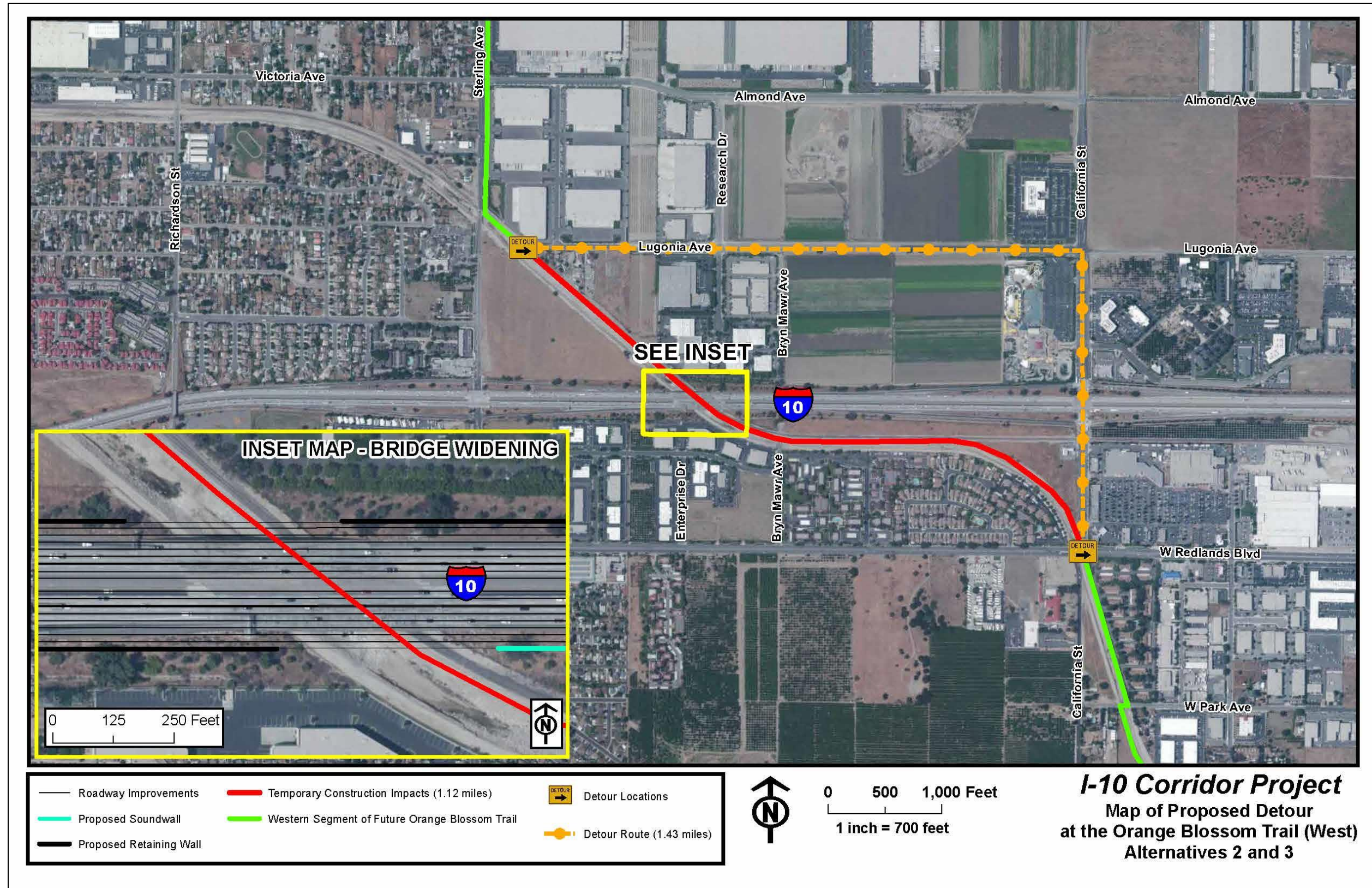


Figure 4: Alternatives 2 and 3 Detour at the Orange Blossom Trail (West)

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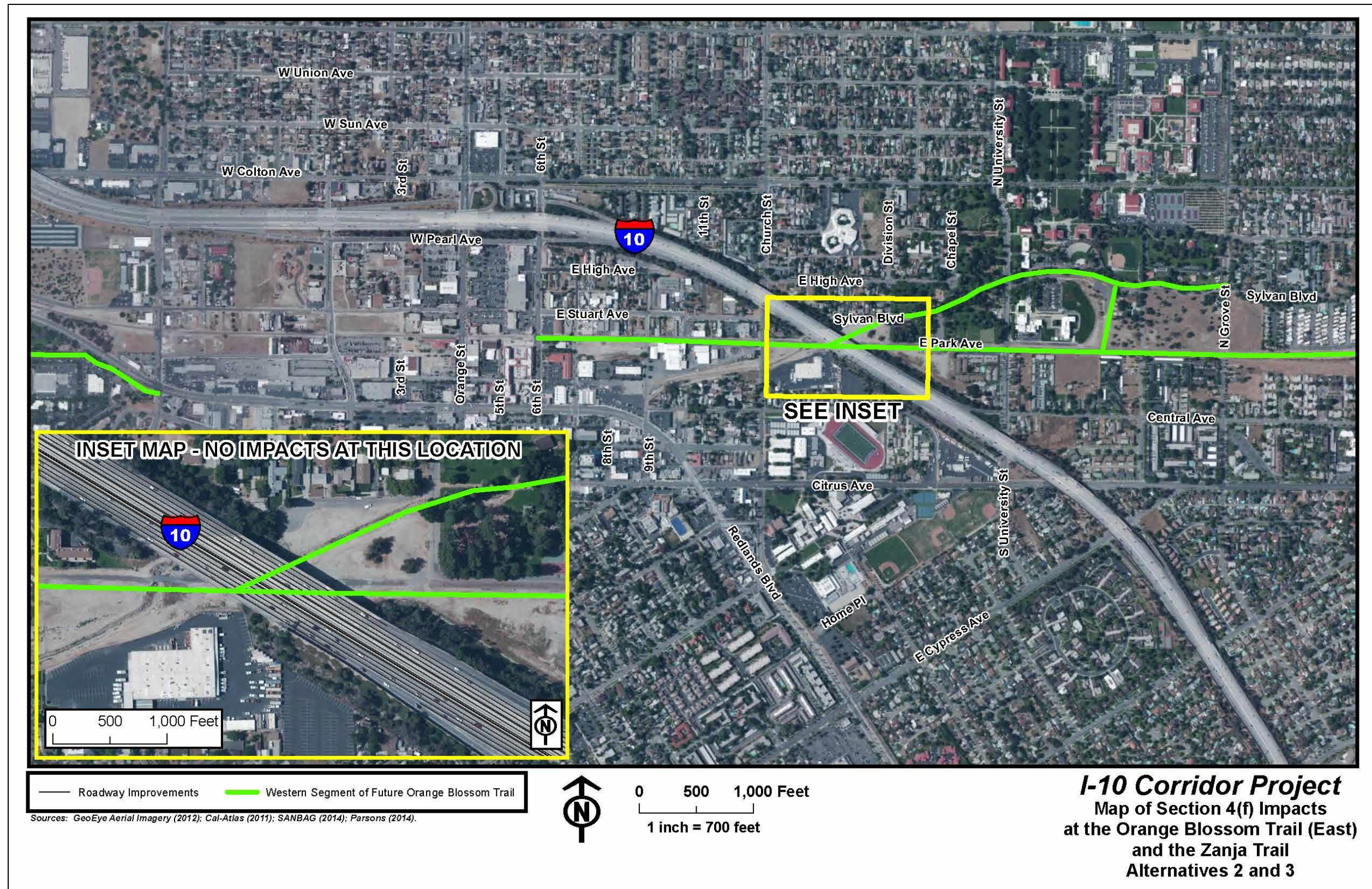


Figure 5: Alternatives 2 and 3 Impacts Orange Blossom Trail (East) and the Zanja Trail

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To minimize project impacts of the OBT that would inconvenience OBT users, a detour will be provided and informational and detour signage will be posted to inform recreational and commuter users of temporary trail closures in the area. In addition, information on the trail closure will be posted to the City of Redlands Web site and Facebook page to provide sufficient notice to trail users of the temporary closure and detour.

There would be no interference with the activities or purposes of the future OBT due to construction of the I-10 CP Alternatives 2 or 3. The duration of occupancy would be temporary, no changes would occur to the trail, and land would be fully restored to pre-project or better conditions after construction.

Constructive Use

Alternatives 2 and 3 would not result in a constructive use of the OBT or Zanja Trail. An indirect impact would be considered a constructive use under Section 4(f) if the impact were so severe that the public did not have access to the park and/or recreational activities occurring within the park were severely impacted by the project's impacts. Indirect uses related to the build alternatives are discussed below.

Accessibility

During project construction at bridges over the OBT, the trail would be temporarily closed to bicycle and pedestrian traffic. During closure periods, bicyclists and pedestrians would be diverted to an alternate path. Informational and detour signage will be posted prior to site mobilization to inform the traveling public of the temporary closures and detour routes. Therefore, because circulation for trail users would be maintained at all times through the provision of a detour route between temporary closure points, indirect accessibility impacts would not be considered a Section 4(f) constructive use.

Visual

Alternatives 2 and 3 include widening the existing bridge structures. No trees or other existing vegetation would be removed under either alternative. The proposed bridge structures parallel to the existing I-10 mainline bridge structures would not be a substantial change in the visual landscape for users of the OBT; therefore, the indirect visual impacts would not be considered a Section 4(f) constructive use.

Air Quality and Noise

Indirect air quality and noise impacts as a result of Alternatives 2 and 3 are not expected to result in a constructive use of the OBT or Zanja Trail. These trails are currently

subject to indirect air quality and noise impacts due to their proximity to the existing I-10 mainline. The incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit existing recreational functions at the trails because they are already subject to elevated noise and air quality levels associated with I-10; therefore, the proposed project would not result in a Section 4(f) constructive use of the OBT or the Zanja Trail due to indirect noise and air quality impacts.

Vibration

Vibration impacts as a result of Alternative 3 would not result in a constructive use of the OBT. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. These impacts would be short term and would not inhibit recreational activities of the site during construction. During operation of Alternative 3, ground-borne vibration impacts are not anticipated beyond the impacts currently experienced as a result of vehicles traveling through the study area. Therefore, there would be no vibration impacts at the OBT that would result in a Section 4(f) constructive use.

Vegetation and Wildlife

The OBT and Zanja Trail are located in built-out suburban areas. There are no wildlife corridors or vegetation adjacent to the trails that would be indirectly impacted by the project; therefore, there would be no vegetation or wildlife impacts at the trail resulting in a Section 4(f) constructive use.

Water Quality

Construction of Alternatives 2 and 3 has the potential to alter water quality. Potential pollutant sources from the building phase of this alternative include construction activities and materials expected at the project site, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils. Similarly, operation of this alternative has the potential to alter water quality. Potential pollutant sources associated with operation of this alternative include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care; however, with minimization measures, short-term and long-term water quality impacts associated with Alternatives 2 and 3 would not substantially impair the activities, features, and/or attributes that qualify the trail for protection under Section 4(f).

4.6.3 Impacts to Section 4(f) Property

Alternative 1 would result in no temporary occupancy, direct, or constructive use of the OBT or Zanja Trail. If the OBT is open prior to proposed project construction, then Alternatives 2 and 3 would result in temporary occupancy at the OBT; however, neither build alternative would result in a direct or constructive use of the resource. Given that a suitable detour route would be provided to maintain nonmotorized connectivity through this segment of the trail, the OBT's recreational value would not be reduced by the temporary occupancy proposed under Alternatives 2 and 3.

4.6.4 Documentation of Consultation

Since the scoping period, Caltrans has made contact with the City of Redlands to consult on project impacts to the OBT.

In May 2014, the project manager for the OBT project from the City of Redlands Municipal Utilities and Engineering Department, Ross Whitman, was contacted to discuss the current and future status of the OBT near I-10. During the conversation, Mr. Whitman provided current plans for the planned trail segments, an anticipated timeline, and a primary City contact to coordinate detours and trail-related mitigation measures.

In addition, Caltrans sent a letter to the City of Redlands on November 3, 2014, which described the proposed project, provided project design near the OBT, identified uses, and proposed avoidance, minimization, and mitigation measures. Meetings and further correspondence between Caltrans and the City of Redlands occurred during public review of the Draft EIR/EIS. Caltrans then received a letter from the City of Redlands, dated November 7, 2016, providing concurrence with Caltrans' determination that the proposed project would result in *de minimis* impacts to the OBT under Section 4(f) because the activities, features, and attributes of this resource would not be adversely affected. A copy of the concurrence letter can be found in Appendix E.

4.7 Euclid Avenue/SR-83

4.7.1 Description of Euclid Avenue/SR-83

Euclid Avenue/SR-83 is located in Upland and Ontario, and is listed in the NRHP as a single resource. Euclid Avenue/SR-83 was listed in the NRHP under Criterion A for its community planning and development significance and under Criterion C for its landscape architecture significance. The period of significance for the NRHP-listed Euclid Avenue/SR-83 is 1882 to 1940, and it is significant on the state level. The

NRHP-listed property boundary consists of the 200-foot wide public ROW of Euclid Avenue between 24th Street in Upland and Philadelphia (Ely) Street in Ontario. Of the 8.4-mile-long resource, approximately 1.6 miles are located within the project APE. Contributing features of the NRHP-listed property within this segment of the resource include the 64-foot-wide medians, historic stone and concrete curbs and gutters, and historic sidewalks. Contributing landscape features include California pepper trees (*Schinus molle*), silk oak trees (*Grevillea robusta*), and other mature vegetation such as southern magnolia (*Magnolia grandiflora*). Noncontributing features include the Freeway Interchange Bridge (Bridge No. 54 0445), which crosses I-10 and other modifications to the historic property that resulted from construction of this bridge, such as modern sidewalks and curbs.

4.7.2 Section 4(f) Impacts to Euclid Avenue/SR-83

4.7.3 Impacts to Section 4(f) Property

Alternative 1

Because there are no project activities proposed in the proximity of Euclid Avenue/SR-83 under Alternative 1, no use of Euclid Avenue/SR-83 would result from this proposed alternative.

Alternative 2

Because there are no project activities proposed in the proximity of Euclid Avenue/SR-83 under Alternative 2, no use of Euclid Avenue/SR-83 would result from this proposed alternative.

Alternative 3 (Preferred Alternative)

Direct Use

Alternative 3 would construct improvements to Euclid Avenue between 7th Street in Upland and the vicinity of 6th Street in Ontario, and it would replace the Freeway Interchange Bridge (Bridge No. 54 0445) (see Figure 6). Most of the project improvements on Euclid Avenue would occur between 7th Street and the vicinity of Caroline Court, which is an area that was previously modified from its historic condition on several occasions due to its proximity to I-10. This section is generally not considered a contributing segment of the historic property because very little historic fabric remains. Because Alternative 3 has the potential to adversely affect Euclid Avenue, which is a resource listed in the NRHP, four design options were developed to facilitate traffic flow and reduce historic preservation concerns. Options 1 through 3 were eliminated from further consideration.

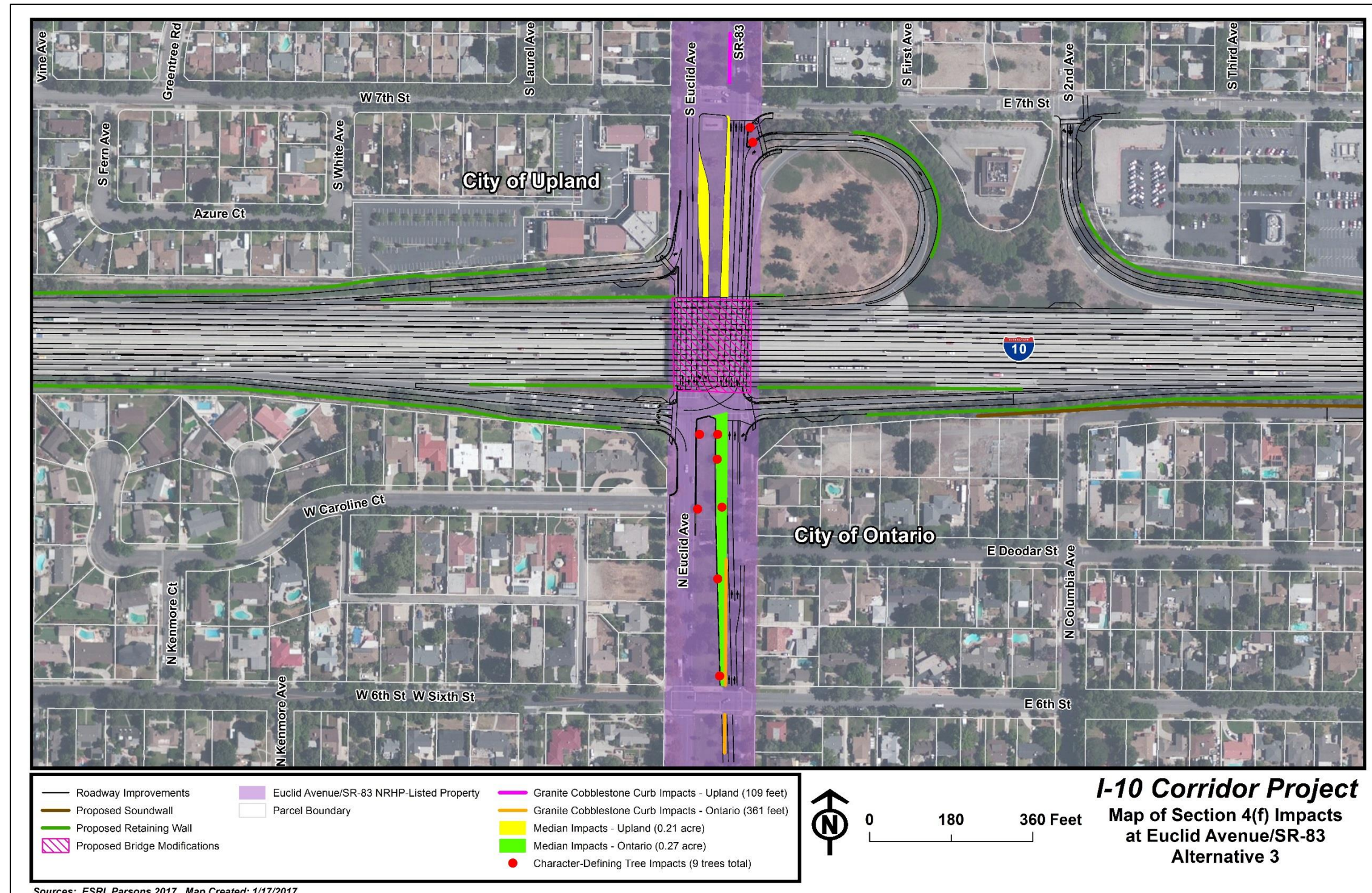


Figure 6: Alternative 3 (Preferred Alternative) Section 4(f) Use at Euclid Avenue/SR-83

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The Freeway Interchange Bridge was constructed when I-10 was constructed in the 1950s to carry Euclid Avenue over the new freeway. The bridge was reconstructed in 1970. The Freeway Interchange Bridge was not identified as a character-defining feature of the historic property (Caltrans, 2000) and is listed as a Category 5, “Not NRHP eligible” in the Caltrans historic bridge inventory; therefore, replacement of this bridge would not result in an adverse effect to the historic property.

Also under Alternative 3, the medians located between 7th Street and Caroline Court would be altered by further reducing their width. Alternative 3 would require approximately 0.48 acre of permanent impacts to medians (0.21 acre and 0.27 acre of median impacts in Upland and Ontario, respectively). These medians have previously been substantially altered and were not previously identified to be character-defining features of this historic property. Recognizing that change is expected on a principal arterial highway in an urban setting, the overall historic character, driving experience, and integrity would not be diminished. Minimal alteration to the medians would allow the historic property to continue to be used for its historic purpose, which is that of an arterial roadway. Additionally, the existing landscaping would be retained or replaced to the extent feasible. Therefore, the proposed modification of the medians would not alter in an adverse manner the physical features within the property's setting that contribute to its historic significance. The proposed project would improve vehicular circulation patterns, which would improve any potential visual, atmospheric, or audible elements that may result from queuing traffic and are considered a benefit.

A small portion of historic cobblestone curb would be removed under Alternative 3 on the east side of the Euclid Avenue median. Alternative 3 would require removal of approximately 470 linear feet of historic cobblestone curb (109 feet in Upland, located north of 7th Street; and 361 feet in Ontario, located south of E. Deodar Street). For the same reasons discussed above for the replacement structure and medians, removal of the historic curb would not result in an adverse effect. In addition, the curbs would be replaced in-kind as part of the project; therefore, impacts to the historic stone curbs would not result in an adverse effect.

Construction of Alternative 3 would result in the removal of 26 trees, 9 of which are character-defining features of the historic property. The current total number of contributing trees within the historic property is unknown, but it is assumed to be almost 2,100. Removal of 9 trees could be considered physical destruction to part of the property; however, compared to the totality of the extant of this character-defining feature, removal of such a small number of trees should not be considered as rising to

the level of being considered adverse. In addition, all trees to be removed from the Euclid Avenue parkway and median would be replaced within the parkway or median. Therefore, impacts to character-defining trees would not rise to the level of being considered adverse.

In summary, Alternative 3 would construct improvements to a small segment of historic Euclid Avenue between 7th Street in Upland and in the vicinity of 6th Street in Ontario. Alternative 3 would require permanent impacts consisting of approximately 0.48 acre of median impacts, 470 linear feet of historic cobblestone curb impacts, and the removal of nine character-defining trees. The total area of permanent impacts represents approximately 0.2 percent of the site's pre-project acreage. The project impacts to the small segment of Euclid Avenue are relatively small compared to the totality of the more than 8-mile-long historic Euclid Avenue. Adverse impacts would be avoided by replacing character-defining features (i.e., stone curbs and trees) in-kind and ensuring that overall continuity of the Euclid Avenue corridor would be maintained; therefore, a *de minimis* finding is proposed.

Temporary Occupancy

TCEs along Euclid Avenue would not be required. Euclid Avenue/SR-83 would remain open to vehicular traffic during construction of Alternative 3; however, to allow the flow of vehicular traffic, construction staging would occur in three phases:

Stage 1

- Remove the southern end of the median located between I-10 and 7th Street;
- Remove the northern end of the median located between I-10 and 6th Street;
- Repair bridge deck as needed;
- Restripe and shift northbound (NB) traffic to the median and west side of the Freeway Interchange Bridge; and
- Remove eastern portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing.

Stage 2

- Adjust pavement to provide smooth transition between existing grade and slightly higher profile of new bridge;
- Restripe and shift traffic to the median and east side of the Freeway Interchange Bridge; and

- Remove western portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing.

Stage 3

- Restripe and shift traffic to new bridge; and
- Remove middle portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing.

A Draft TMP for the project has been prepared and was designed to minimize traffic delays that may result from lane restrictions or closures during construction operations. Temporary construction improvements would not adversely affect the historic property.

Constructive use

Alternative 3 would not result in a constructive use of Euclid Avenue/SR-83. An indirect use would be considered a constructive use under Section 4(f) if the impacts were so severe that the public did not have access to Euclid Avenue/SR-83 and/or to the functions and activities occurring within Euclid Avenue/SR-83. Indirect uses related to the build alternatives are discussed below.

Accessibility

Access to and parking for Euclid Avenue/SR-83 would be maintained at all times during construction and operation of Alternative 3.

Visual

Alternative 3 would construct improvements to a small segment of the historic Euclid Avenue between 7th Street in Upland and the vicinity of 6th Street in Ontario. Impacts to character-defining features (i.e., stone curbs and trees) will be replaced in-kind, and the overall continuity of the Euclid Avenue corridor would be maintained. Temporarily disturbed areas would be returned to pre-project conditions once construction is completed. In addition, Alternative 3 would require replacement of the Freeway Interchange Bridge (Bridge No. 54 0445), which could result in indirect impacts to historic Euclid Avenue. However, the project would include sympathetic design elements to maintain the continuity of the Euclid Avenue corridor over I-10. Such design elements would include landscaping the deck of the replacement structure in a manner consistent with the historic landscape design of Euclid Avenue to the north and south of the bridge, maintaining the existing median width to the extent feasible, recreating single or double tree line(s) as feasible, recreating cobblestone curbs on

raised median planters, and constructing raised median walls with shallow-rooted trees. Therefore, the minor visual changes associated with Alternative 3 would not be considered a Section 4(f) constructive use.

Air Quality and Noise

Indirect air quality and noise impacts as a result of Alternative 3 are not expected to result in a constructive use of Euclid Avenue/SR-83. Euclid Avenue/SR-83 is currently subject to indirect air quality and noise impacts due to its proximity to the existing I-10 mainline and due to Euclid Avenue/SR-83's location in a built-out suburban environment. The incremental increase in noise and air quality impacts during construction and once the proposed project is in operation would not inhibit existing functions within Euclid Avenue/SR-83 that are already subject to noise and air quality associated with I-10. The proposed project would not result in a Section 4(f) constructive use of Euclid Avenue/SR-83 due to indirect noise and air quality impacts.

Vibration

Vibration impacts as a result of Alternative 3 would not result in a constructive use of Euclid Avenue/SR-83. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance from the piece of construction equipment. These impacts would be short term and would not inhibit use of the site during construction. During operation of Alternative 3, ground-borne vibration impacts are not anticipated beyond the impacts currently experienced as a result of vehicles traveling through the study area. Therefore, there would be no vibration impacts at Euclid Avenue/SR-83 that would result in a Section 4(f) constructive use.

Vegetation and Wildlife

Euclid Avenue/SR-83 is located in a built-out suburban area; there are no wildlife corridors adjacent to Euclid Avenue/SR-83 that would be indirectly impacted by the project. Alternative 3 would require the removal of nine trees that are character-defining features of the historic property; however, the trees will be replaced with appropriate species and in keeping with the historical landscape design upon completion of construction. Therefore, there would be no vegetation or wildlife impacts at Euclid Avenue/SR-83 resulting in a Section 4(f) constructive use.

Water Quality

Construction of Alternative 3 has the potential to affect water quality. Potential pollutant sources from the building phase of this alternative include construction activities and materials expected at the project site, such as vehicle fluids; concrete and masonry products; landscaping and other products; and contaminated soils. Similarly, operation of this alternative has the potential to affect water quality. Potential pollutant sources associated with operation of this alternative include motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care; however, with minimization measures, short-term and long-term water quality impacts associated with Alternative 3 would not substantially impair the activities, features, and/or attributes that qualify Euclid Avenue/SR-83 for protection under Section 4(f).

4.7.4 Documentation of Consultation

City of Ontario

Since the scoping period, Caltrans has made contact with the City of Ontario to consult on project impacts to Euclid Avenue/SR-83. Meetings and further correspondence between Caltrans and the City of Ontario occurred during public review of the Draft EIR/EIS.

A focus meeting with representatives of the City of Ontario, SBCTA, Caltrans, and relevant project consultants was held on April 17, 2014. The purpose of this focus meeting was to present the project to the City of Ontario and discuss the City's concerns related to Euclid Avenue.

An e-mail response from Scott Murphy, Planning Director for the City of Ontario, was received on June 11, 2014, and indicated Option 4 of Alternative 3 is the City's preferred design option for Euclid Avenue.

A letter dated July 29, 2014, was received from Cathy Wahlstrom, City of Ontario Principal Planner. Ms. Wahlstrom identified the significance and character-defining features of Euclid Avenue and provided measures for impacts to Euclid Avenue. Caltrans

On March 30, 2017, Caltrans sent a letter to the City of Ontario, which described the proposed project, provided project design at Euclid Avenue/SR-83, identified uses, and proposed avoidance, minimization, and mitigation. The letter also requested the City of Ontario to concur with Caltrans' determination that the proposed project would result in *de minimis* impacts to Euclid Avenue/SR-83 under Section 4(f). Caltrans

received a response from the City of Ontario, dated March 31, 2017, providing concurrence with Caltrans' determination that the proposed project would result in *de minimis* impacts to Euclid Avenue/SR-83 under Section 4(f) because the activities, features, and attributes of this resource would not be adversely affected. A copy of the concurrence letter can be found in Appendix F.

City of Upland

Since the scoping period, Caltrans has made contact with the City of Upland to consult on project impacts to Euclid Avenue/SR-83. Meetings and further correspondence between Caltrans and the City of Upland occurred during public review of the Draft EIR/EIS.

A focus meeting with representatives of the City of Upland, SBCTA, Caltrans, and relevant project consultants was held on May 6, 2014. The purpose of this focus meeting was to present the project to the City of Upland and discuss the City's concerns related to Euclid Avenue.

In a letter dated June 17, 2014, Jeff Zwack, Development Services Director for the City of Upland, identified the significance and character-defining features of Euclid Avenue and provided measures for impacts to Euclid Avenue.

On March 30, 2017, Caltrans sent a letter to the City of Upland, which described the proposed project, provided project design at Euclid Avenue/SR-83, identified uses, and proposed avoidance, minimization, and mitigation measures (see Appendix F for a copy of the letter). The letter also requested the City of Upland to concur with Caltrans' determination that the proposed project would result in *de minimis* impacts to Euclid Avenue/SR-83 under Section 4(f) because the activities, features, and attributes of this resource would not be adversely affected. Concurrence from the City of Upland on the letter was received on April 3, 2017.

Chapter 5 Avoidance, Minimization, and/or Mitigation Measures

5.1 Common Measures to Minimize Harm

Several common measures have been identified during development of the technical studies and the Final EIR/EIS to minimize project impacts of Section 4(f) properties.

Common Land Use Measures

- For common land use measures to minimize harm, please see Chapter 3 of the Final EIR/EIS

Common Visual Measures

- For common visual measures to minimize harm, please see Chapter 3 of the Final EIR/EIS.

Common Air Quality Measures

- For common air quality measures to minimize harm, please see Chapter 3 of the Final EIR/EIS.

Common Noise Measures

- For common noise measures to minimize harm, please see Chapter 3 of the Final EIR/EIS.

Common Vibration Measures

- For common vibration measures to minimize harm, please see Chapter 3 of the Final EIR/EIS.

Common Vegetation and Wildlife Measures

- For common vegetation and wildlife measures to minimize harm, please see Chapter 3 of the Final EIR/EIS.

Common Water Quality Measures

- For common water quality measures to minimize harm, please see Chapter 3 of the Final EIR/EIS.

5.2 Specific Measures to Minimize Harm by Specific Section 4(f) Property

In addition to the common measures to minimize harm, indirect uses of Section 4(f) properties would be reduced to *de minimis* levels through implementation of specific measures at Section 4(f) resources that would be used.

MacArthur Park

A 0.16-acre TCE and 0.04-acre footing easement would be required at MacArthur Park under Alternative 3 to widen the I-10 mainline and construct a new soundwall in Caltrans ROW. The area that would be impacted in the park is landscaped with turf grass and scattered tree cover. Landscaping, screening, revegetation, and restoration of this area will be conducted in consultation with the property owner (City of Montclair) to ensure the property is returned to its original condition, or better, at the completion of construction. By doing so, the land designated as a TCE would have similar function and value as it did prior to project construction.

Santa Ana River Trail

Temporary impacts at the SART under Alternatives 2 and 3 would only occur at night while the trail is closed to public access to avoid any inconvenience to SART users. Approval for work on the trail that may conflict with usage of bicyclist or pedestrian usage will be obtained in writing by San Bernardino County Regional Parks Department 30 days prior to construction. Informational signage will be posted on both sides of the SART underpass. Temporary lighting will be installed to illuminate the signage.

Orange Blossom Trail

A 1.12-mile temporary closure and detour of the OBT would be required under Alternatives 2 and 3 to widen I-10 bridges over the SART. To maintain the recreational value of the SART, trail users would be detoured during project construction at this location. To further minimize any inconvenience caused by the temporary closure and detour, informational and detour signage will be posted in advance to inform users of temporary closures and detour routes. Trail closure and detour information will also be posted to the City of Redlands Web site, Facebook page, and Twitter page.

Euclid Avenue/SR-83

TCEs along Euclid Avenue would not be required. Euclid Avenue/SR-83 would remain open to vehicular traffic during construction of Alternative 3; however, to allow the

flow of vehicular traffic, construction staging would occur in three phases. A Draft TMP for the project has been prepared and was designed to minimize traffic delays that may result from lane restrictions or closures during construction operations.

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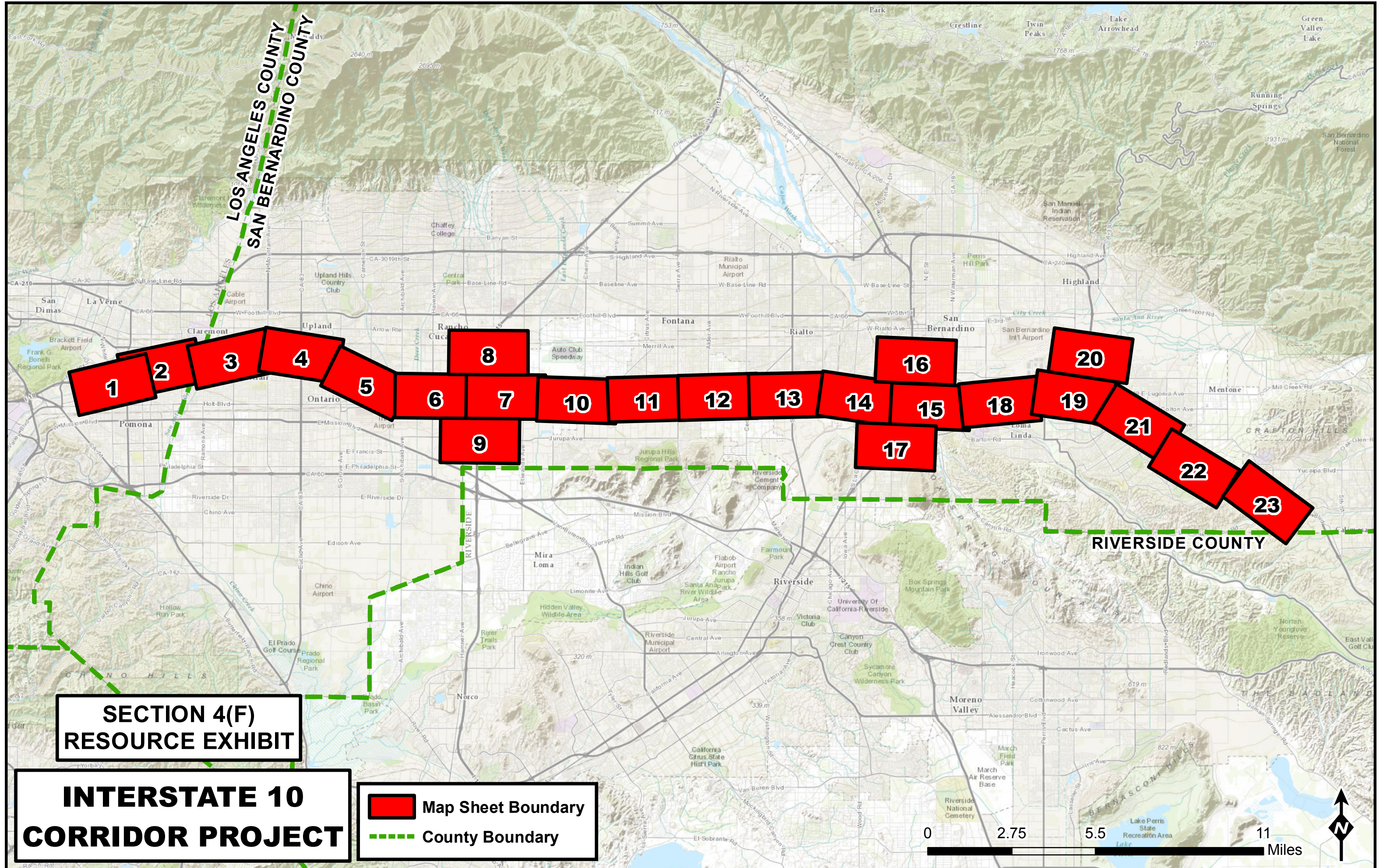
Chapter 6 Least Harm Analysis and Conclusion

As described in the above sections, the potential direct and indirect use of Section 4(f) protected park land would be minor. The property to be acquired as a result of the build alternatives would generally avoid the removal, impairment, or access to park lands used as active recreational facilities and would not adversely affect recreational uses throughout the project corridor. Avoidance alternatives for the described Section 4(f) uses would include the No Build Alternative in all cases and Alternative 2 in the case of MacArthur Park. The No Build Alternative would not satisfy the project's stated purpose and need. Alternative 2 would satisfy the purpose and need, but it may not be recommended as the most satisfactory alternative. All build alternatives would result in the temporary occupancy of properties subject to Section 4(f) protection, but uses would be limited to the construction period, and all properties would be fully restored subsequent to the temporary use. No constructive uses were found to affect any of the Section 4(f) properties. All planning measures to minimize harm are provided in Chapter 5 of this document and are based on Section 4(f) coordination and concurrence on *de minimis* findings with those agencies that have jurisdiction over a Section 4(f) resource that would be used by the build alternatives. A copy of the Section 4(f) coordination and concurrence letters can be found in Appendix B for the MacArthur Park property, Appendix D for the Santa Ana River Trail, and Appendix E for the Orange Blossom Trail. A copy of the Section 4(f) coordination letters can be found in Appendix F for Euclid Avenue/SR-83.

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Appendix A Map of Section 4(f) Public Park and Recreational Resources in 0.5-Mile Project Study Area

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**SECTION 4(F)
RESOURCE EXHIBIT**

**INTERSTATE 10
CORRIDOR PROJECT**

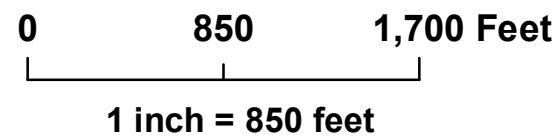
 **Map Sheet Boundary**
 **County Boundary**

0 2.75 5.5 11 Miles

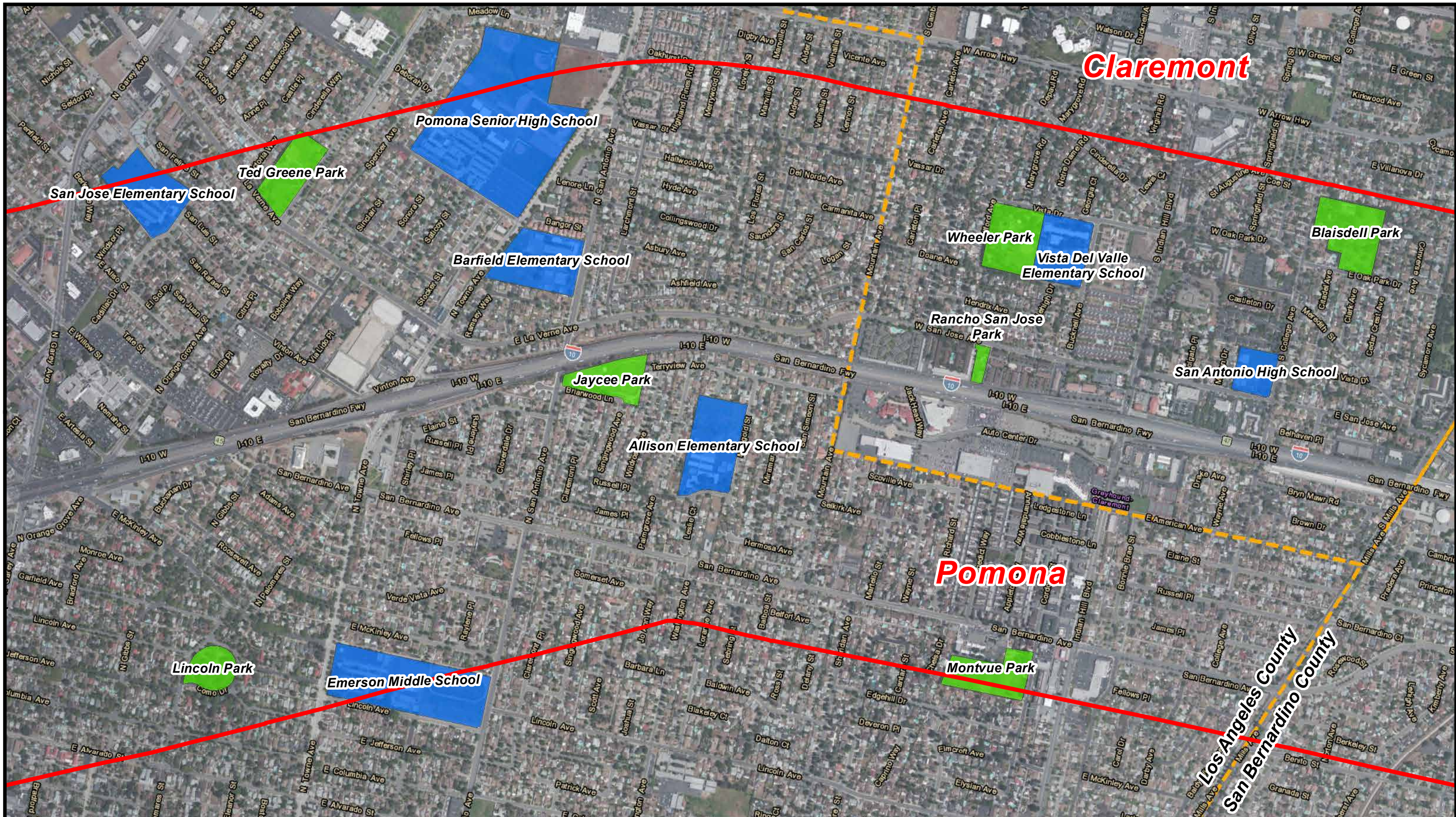


■ Section 4(f) Public Park	 Project Study Area (Half Mile Buffer)
■ Section 4(f) School Site (with Recreational Use)	

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

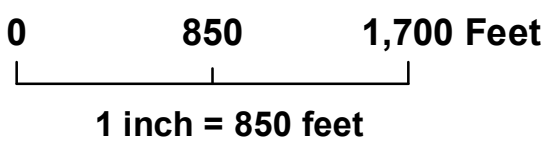


I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
 Sheet 1 of 23

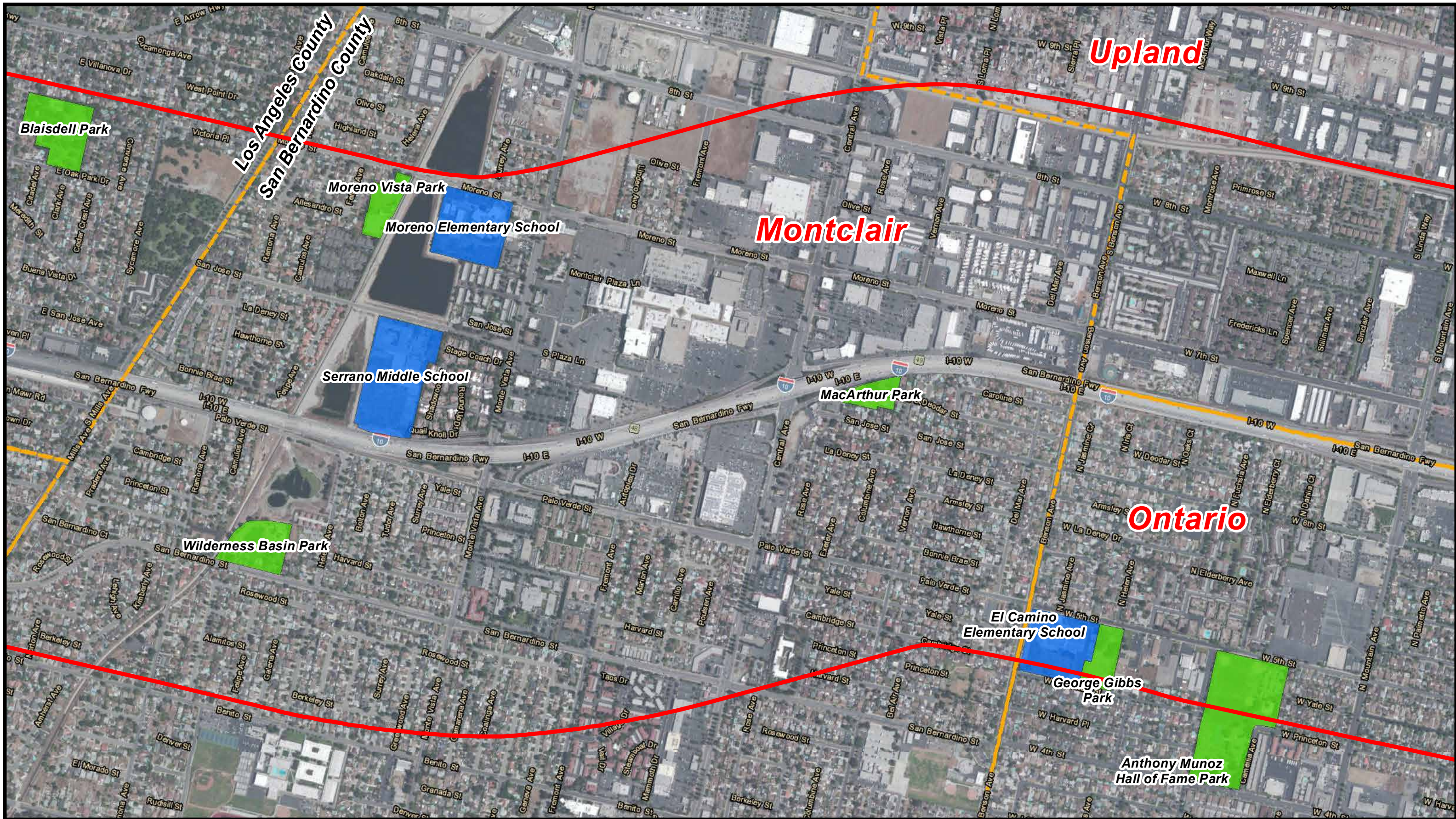


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

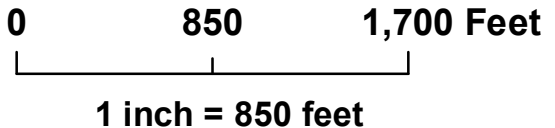


I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 2 of 23



	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

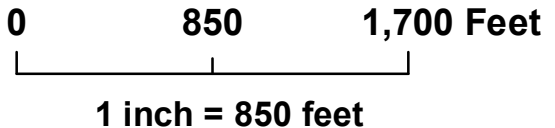


I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 3 of 23

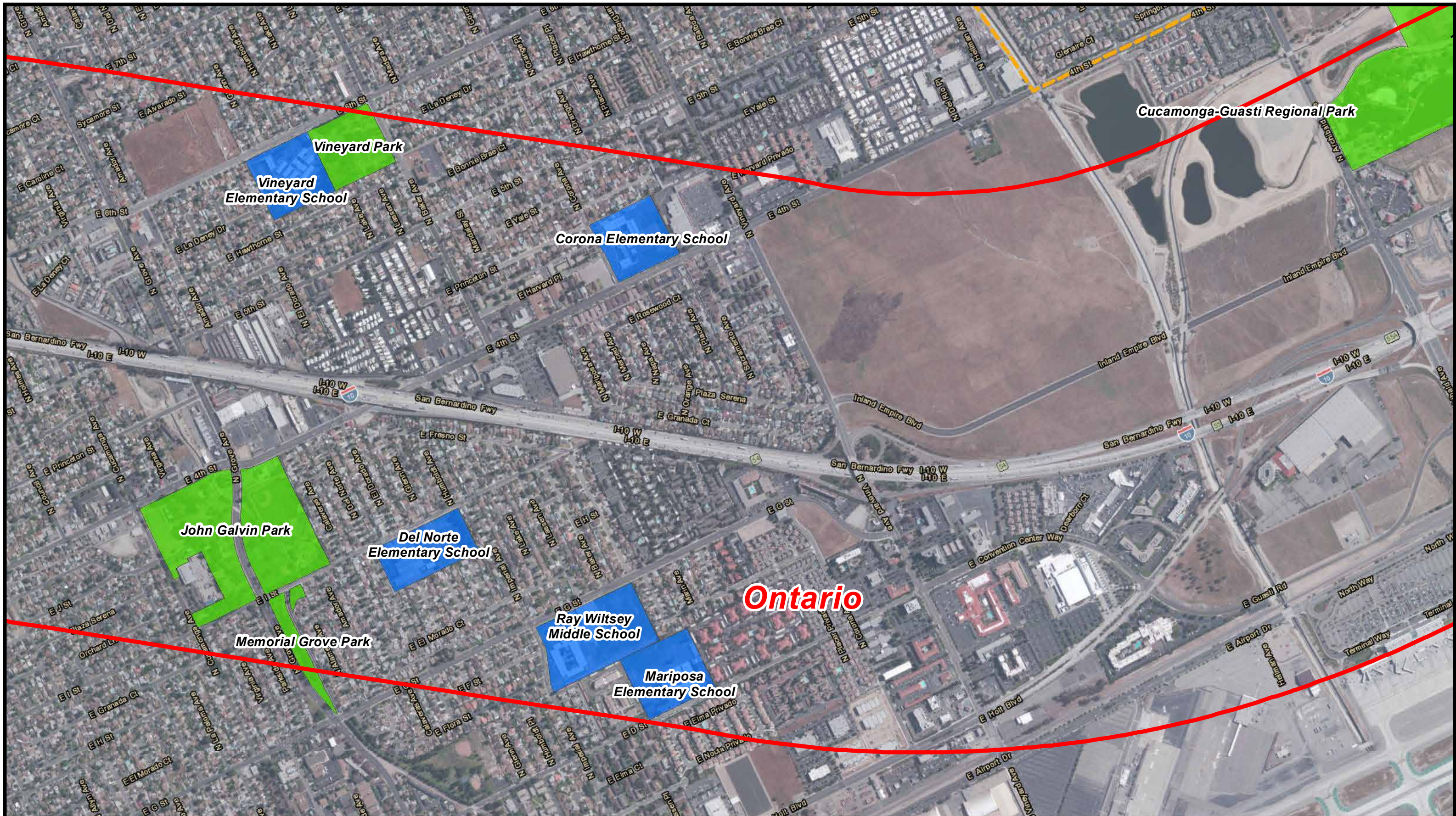


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

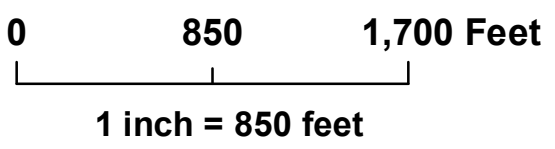


I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
 Sheet 4 of 23

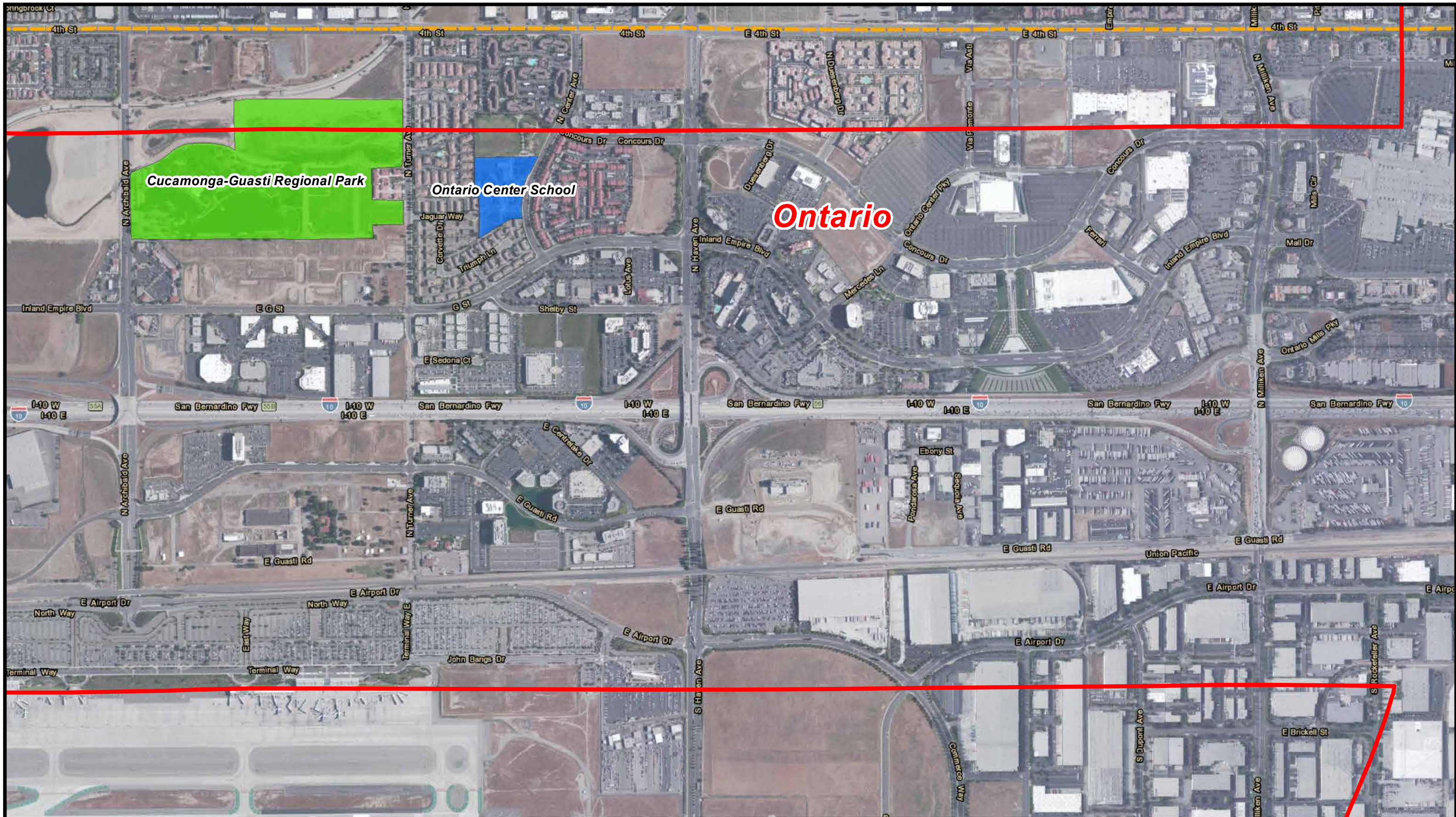


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

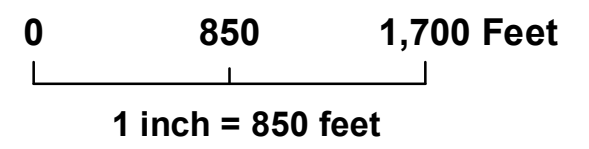


I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 5 of 23

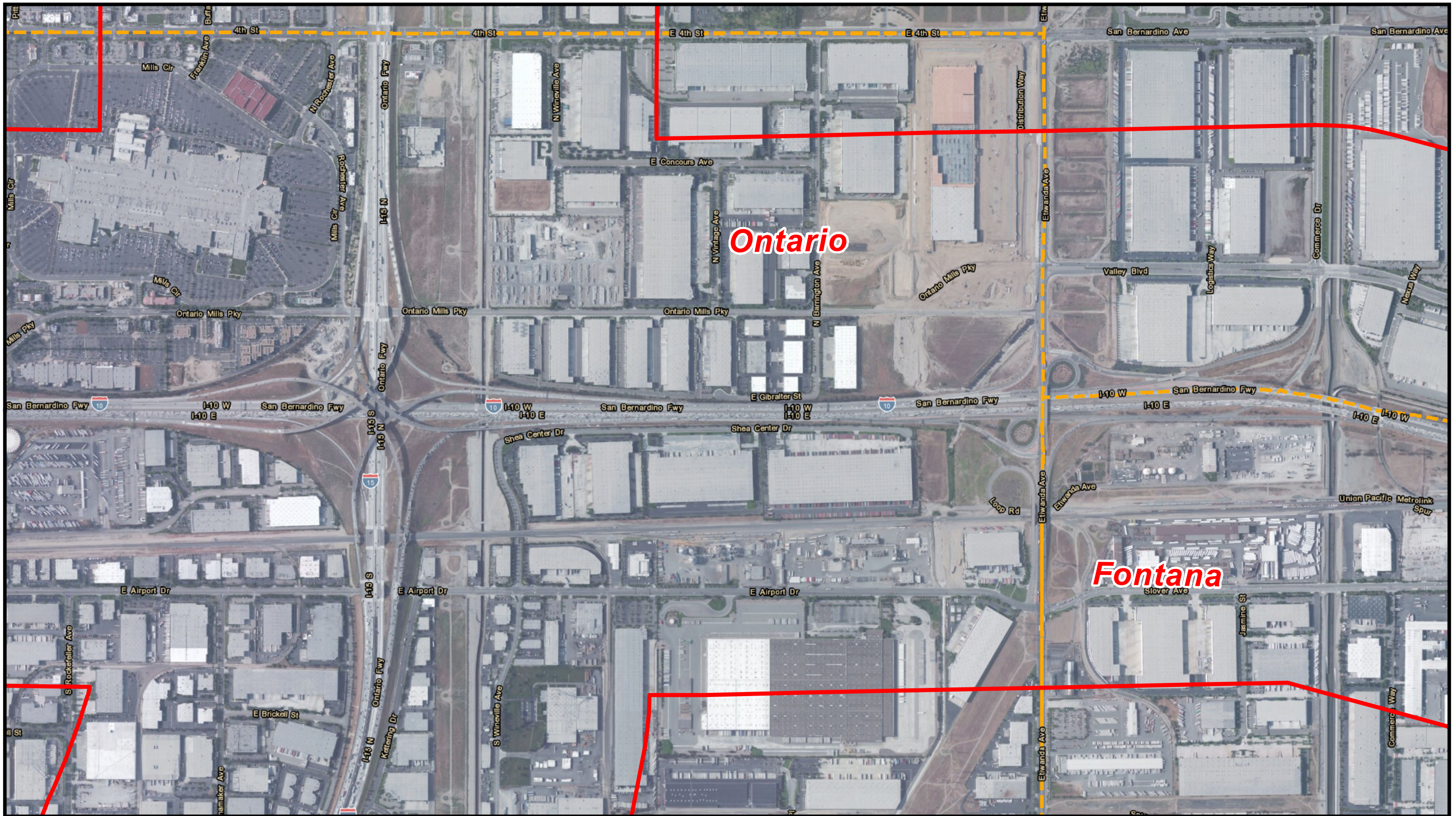


 Section 4(f) Public Park	 Project Study Area (Half Mile Buffer)
 Section 4(f) School Site (with Recreational Use)	 City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

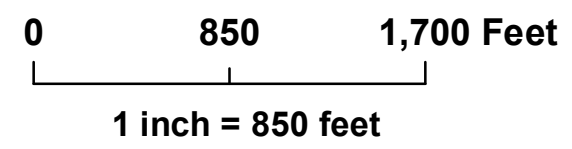


I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 6 of 23



	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).



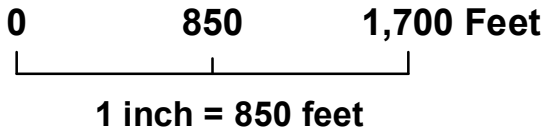
I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
Sheet 7 of 23



Rancho Cucamonga

	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).



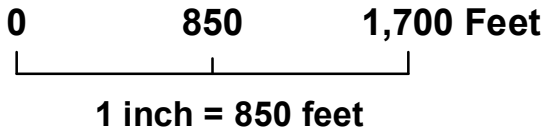
I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 8 of 23



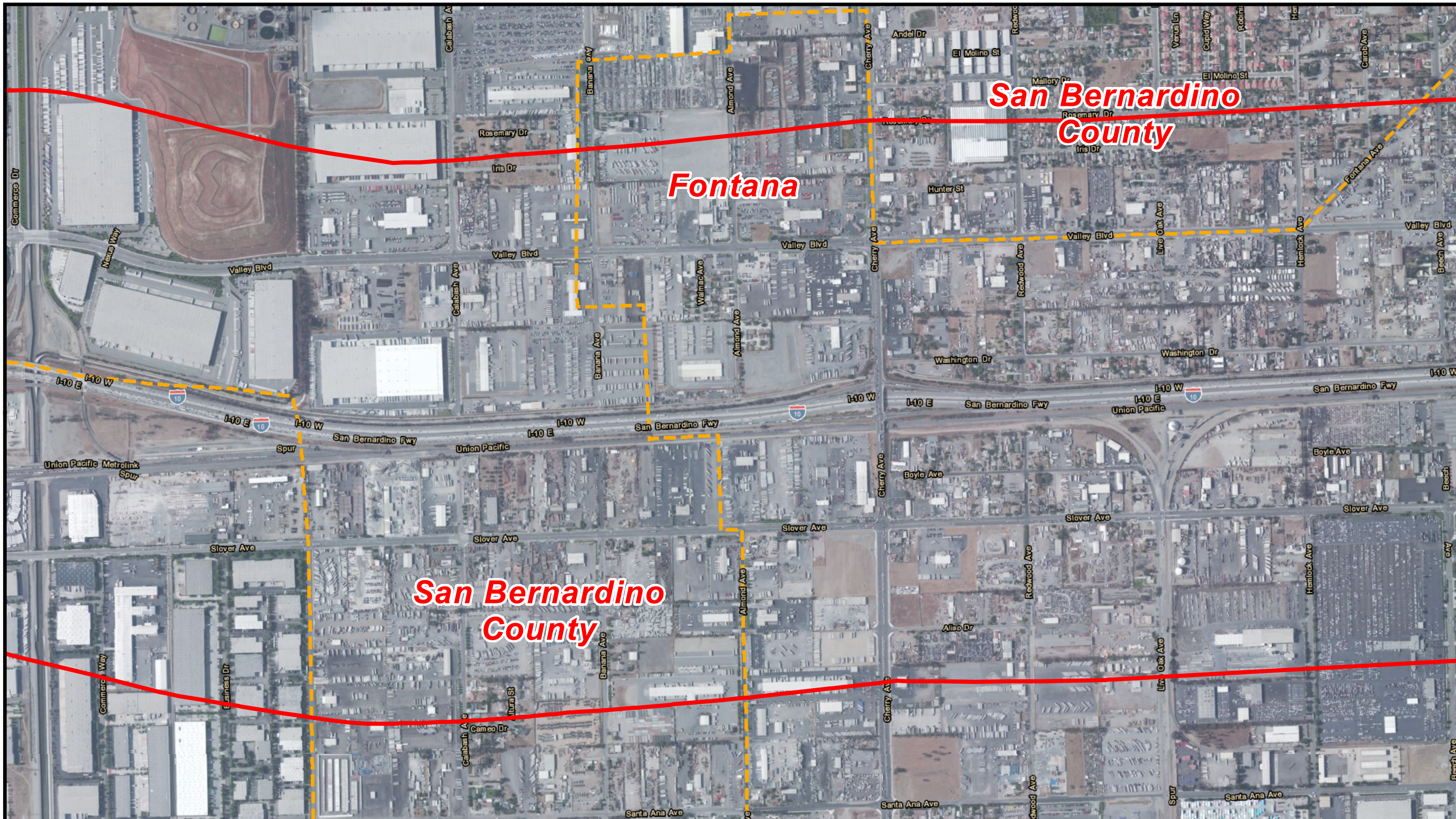
Ontario

	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

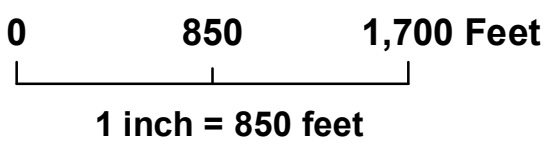


I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 9 of 23



	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

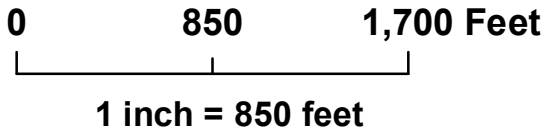


I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
 Sheet 10 of 23

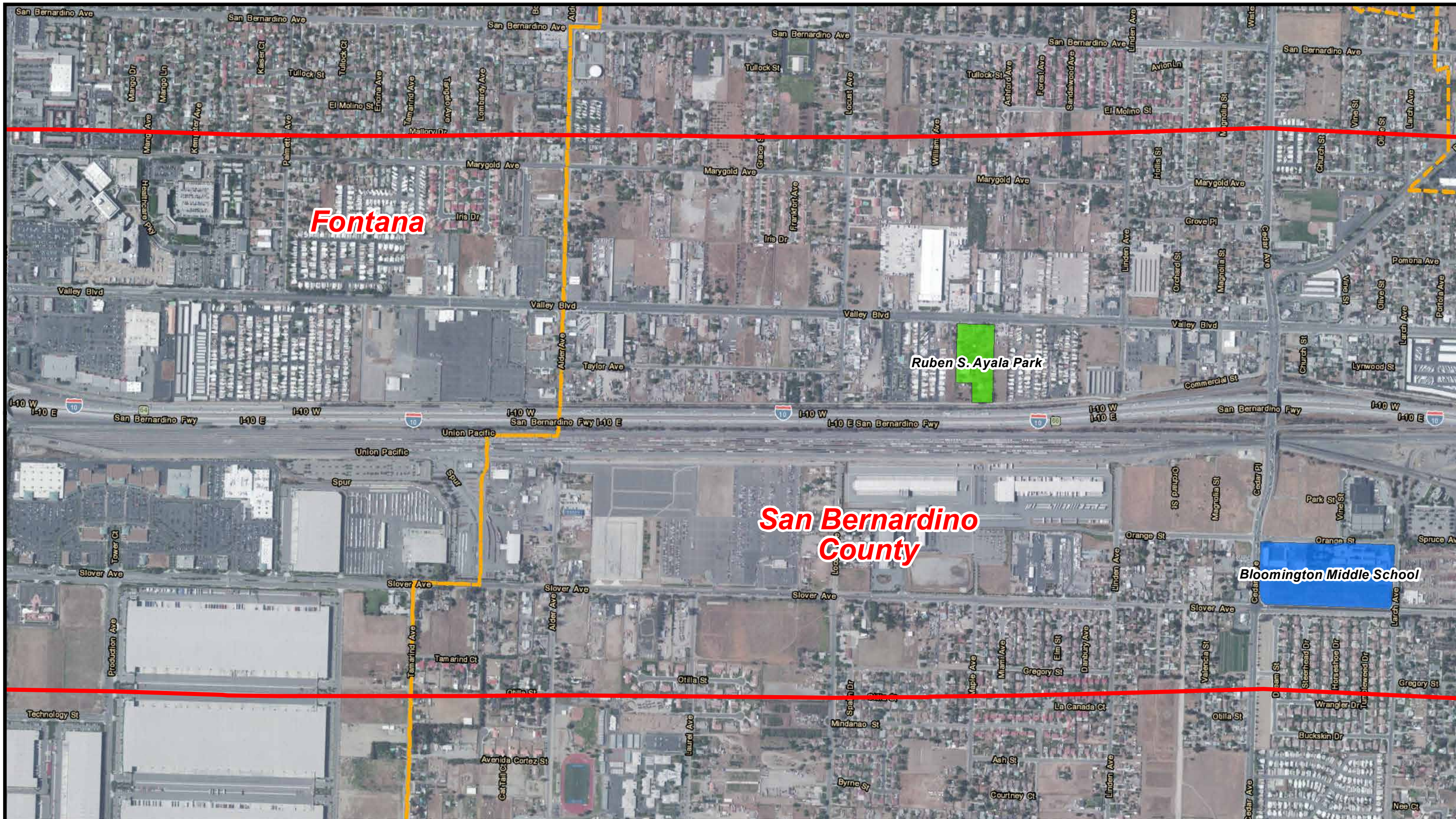


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).



I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 11 of 23






Fontana

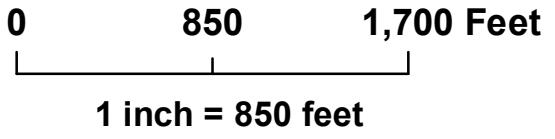
Ruben S. Ayala Park

San Bernardino County

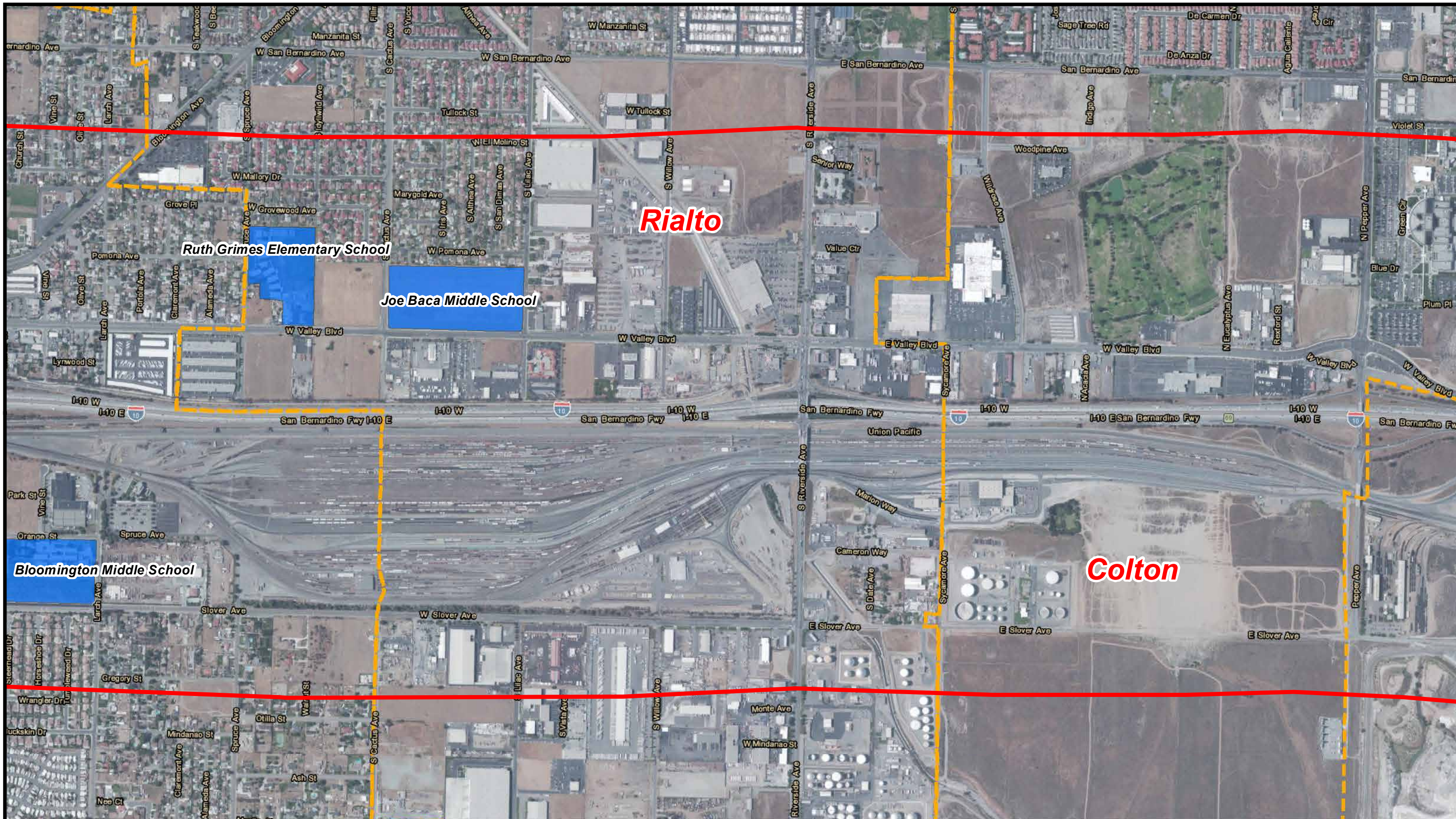
Bloomington Middle School





	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

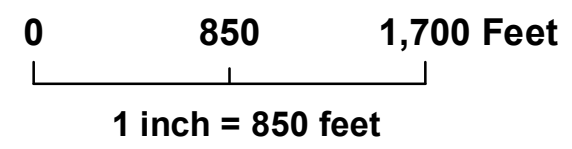


I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
Sheet 12 of 23

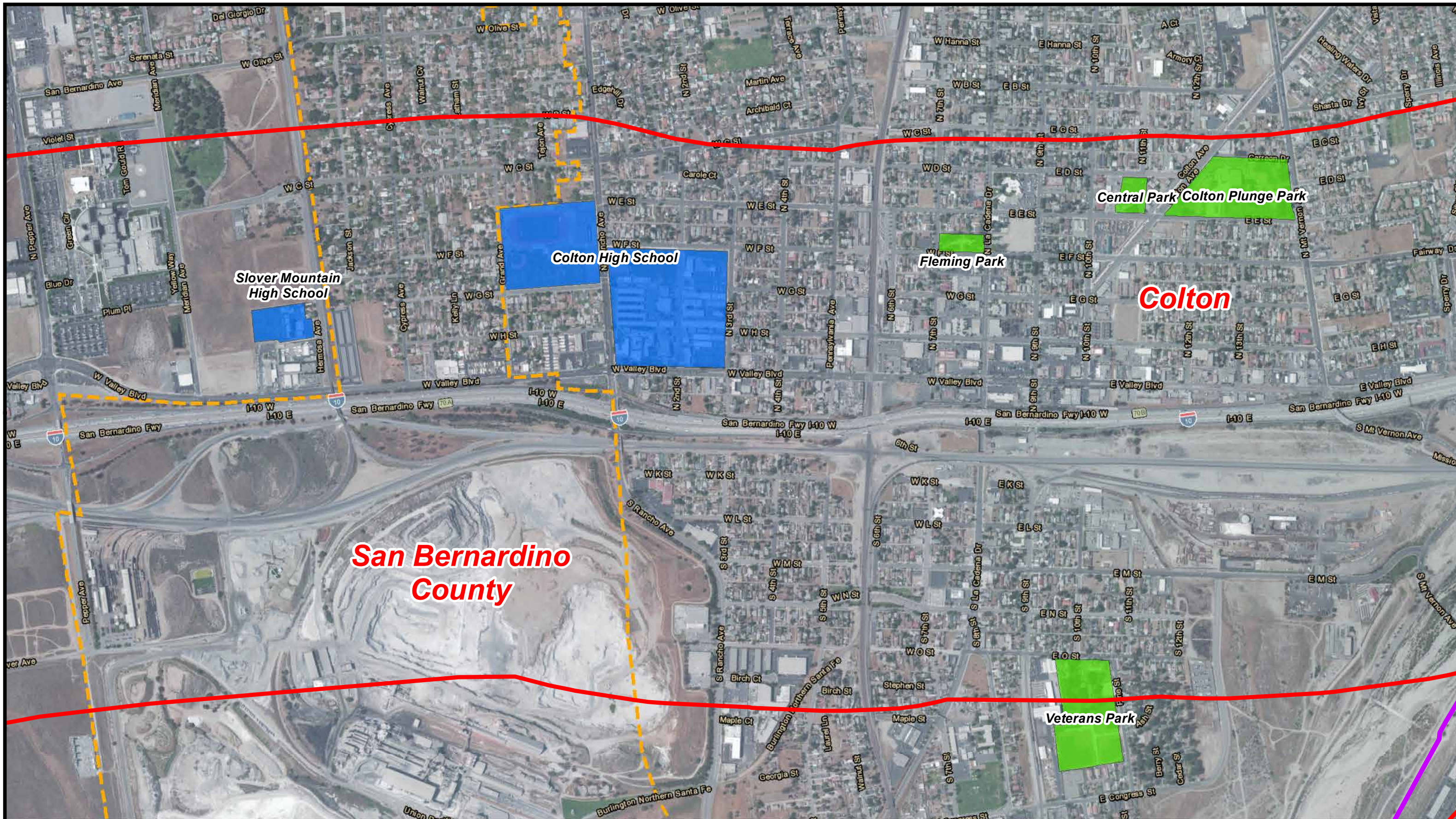


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

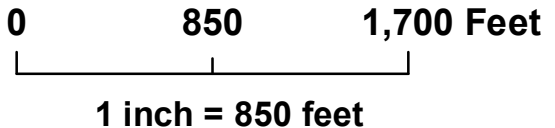


I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 13 of 23

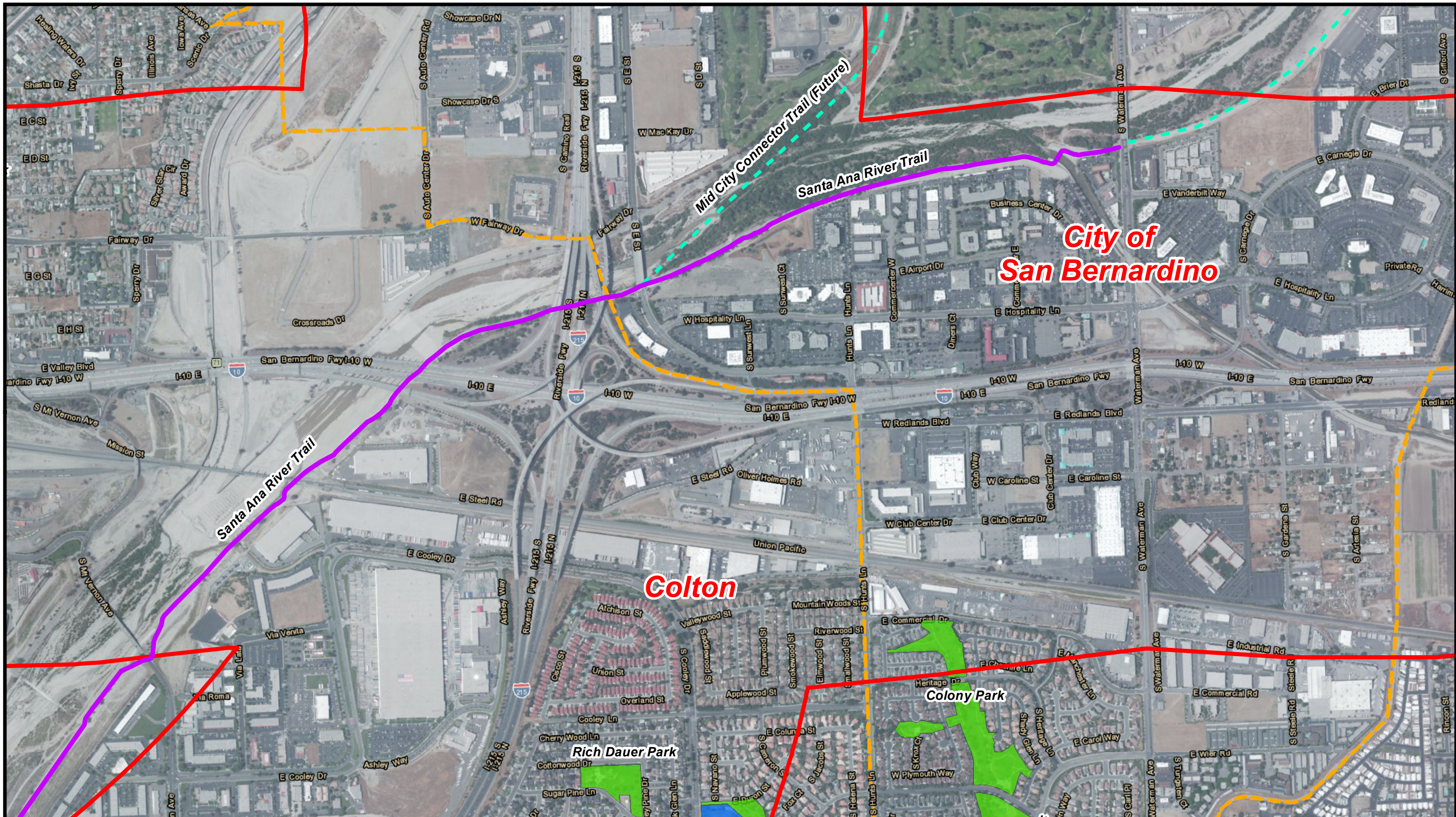


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).



I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
 Sheet 14 of 23



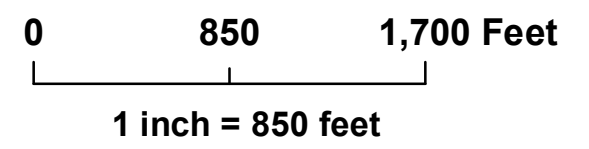
	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary
	Existing Recreational Trail		
	Future Recreational Trail		

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
 Sheet 15 of 23

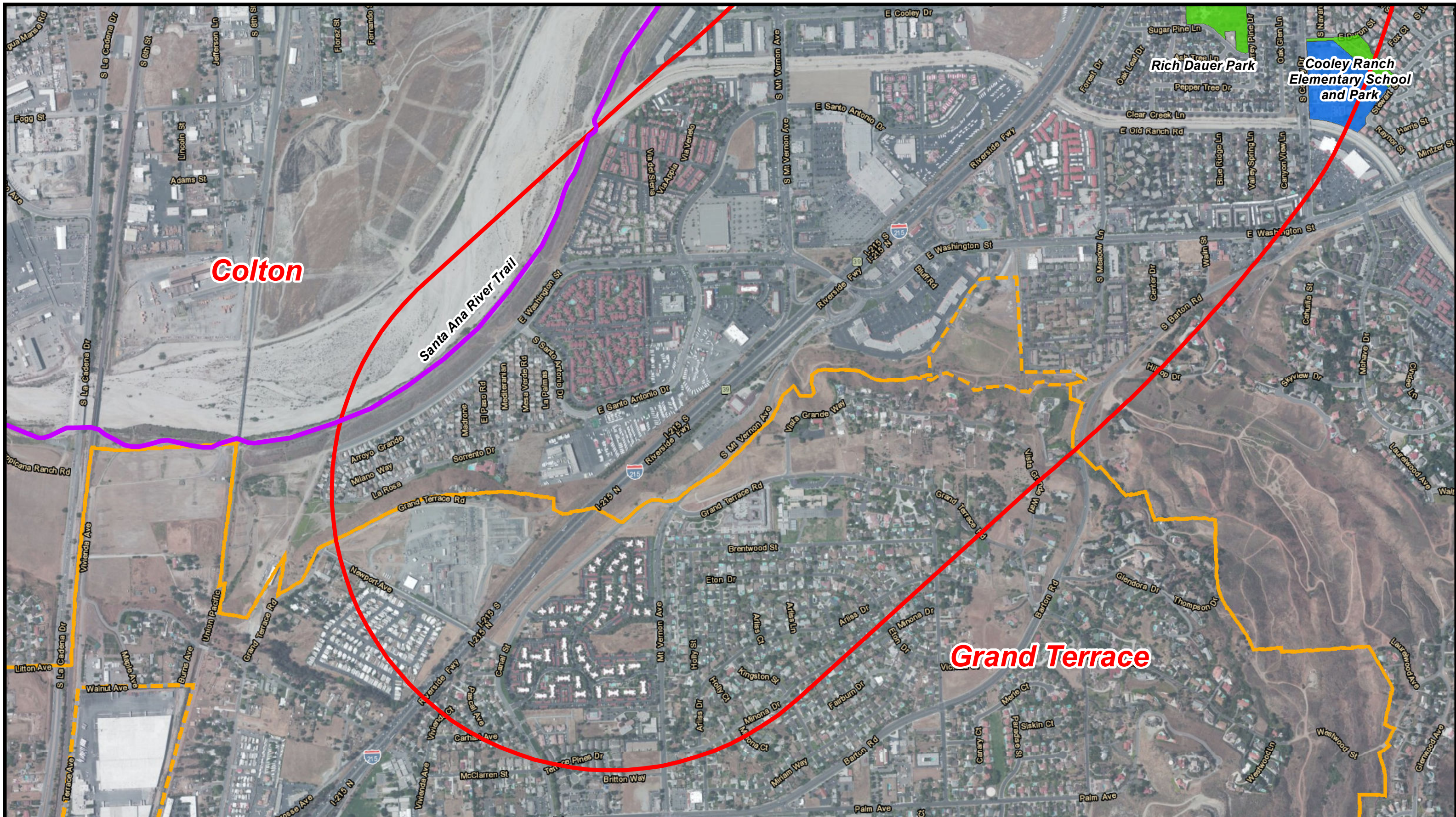


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary
	Future Recreational Trail		

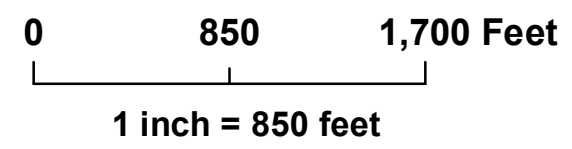


I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
Sheet 16 of 23

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).









	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary
	Existing Recreational Trail		



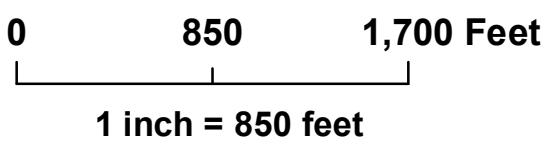
I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
Sheet 17 of 23

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

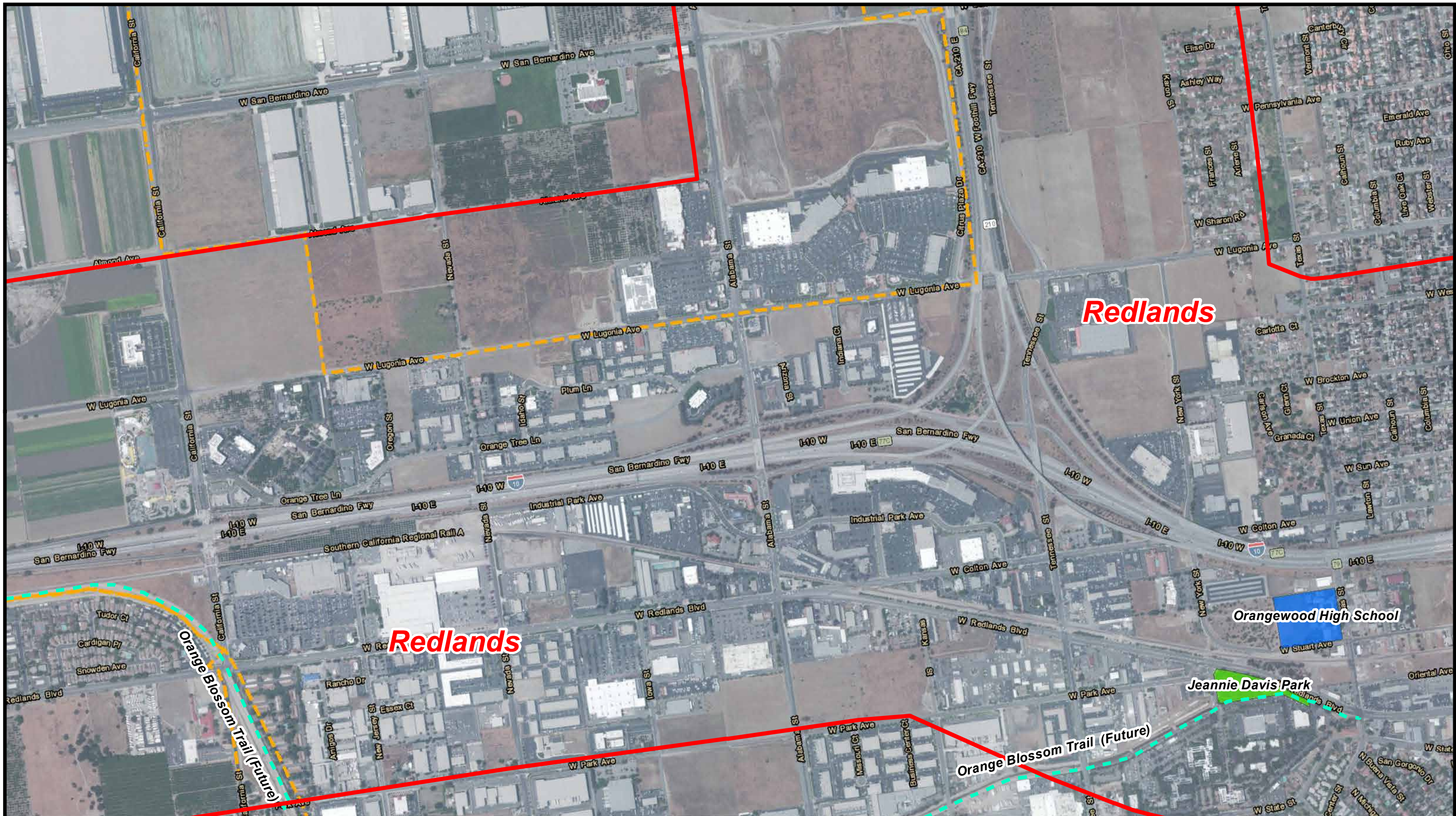


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary
	Existing Recreational Trail		
	Future Recreational Trail		

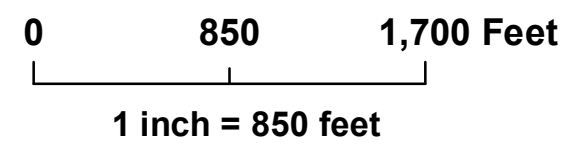
Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).



I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 18 of 23

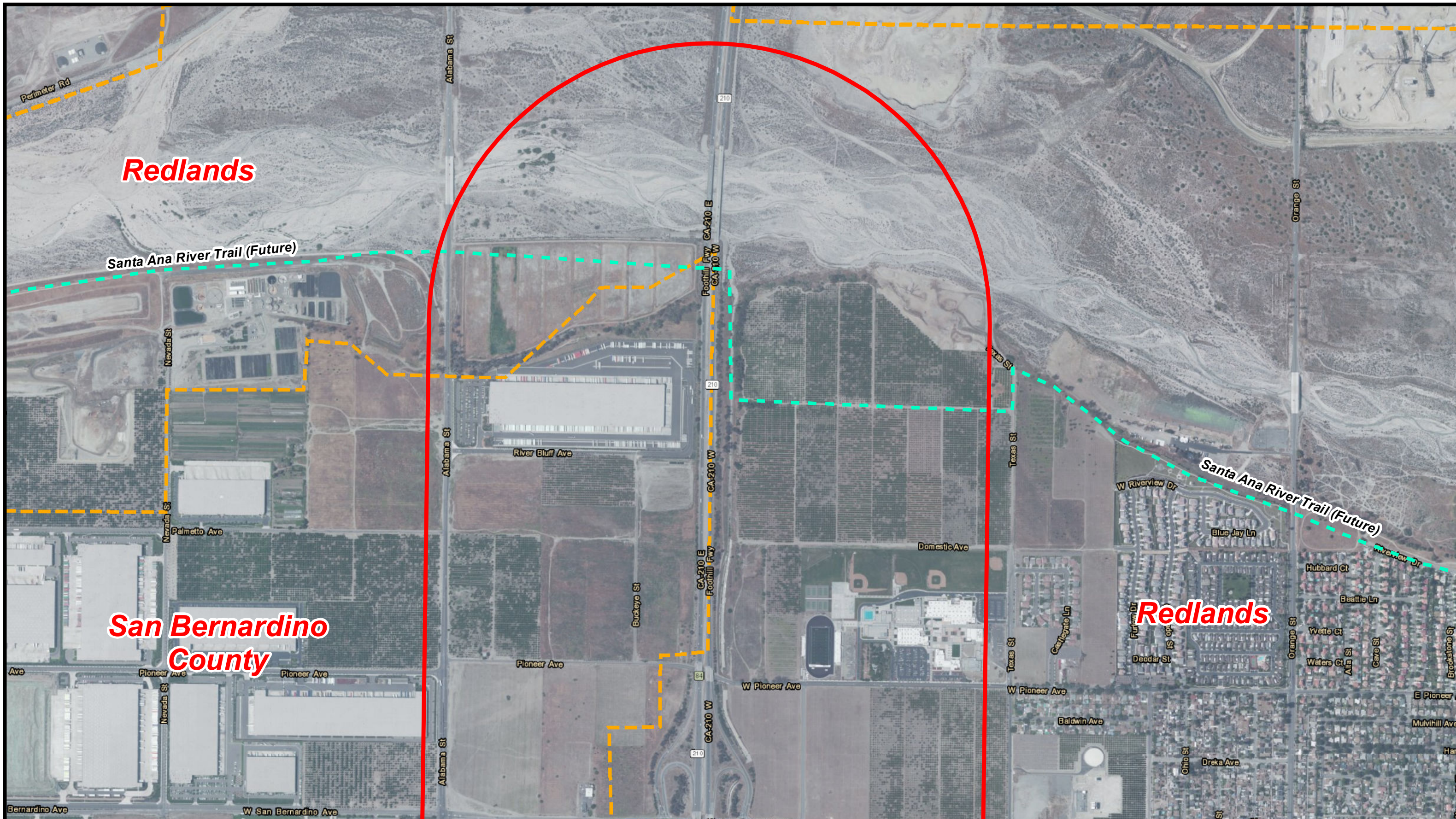


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary
	Future Recreational Trail		

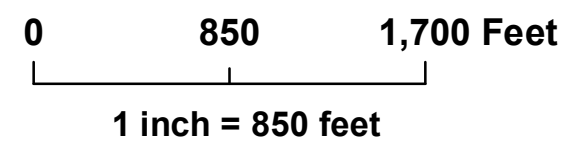


I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
 Sheet 19 of 23

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).








	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary
	Future Recreational Trail		

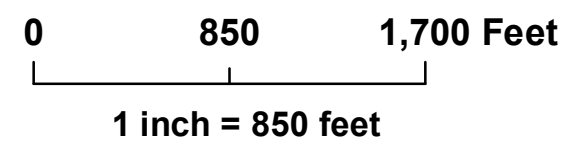


I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
 Sheet 20 of 23

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

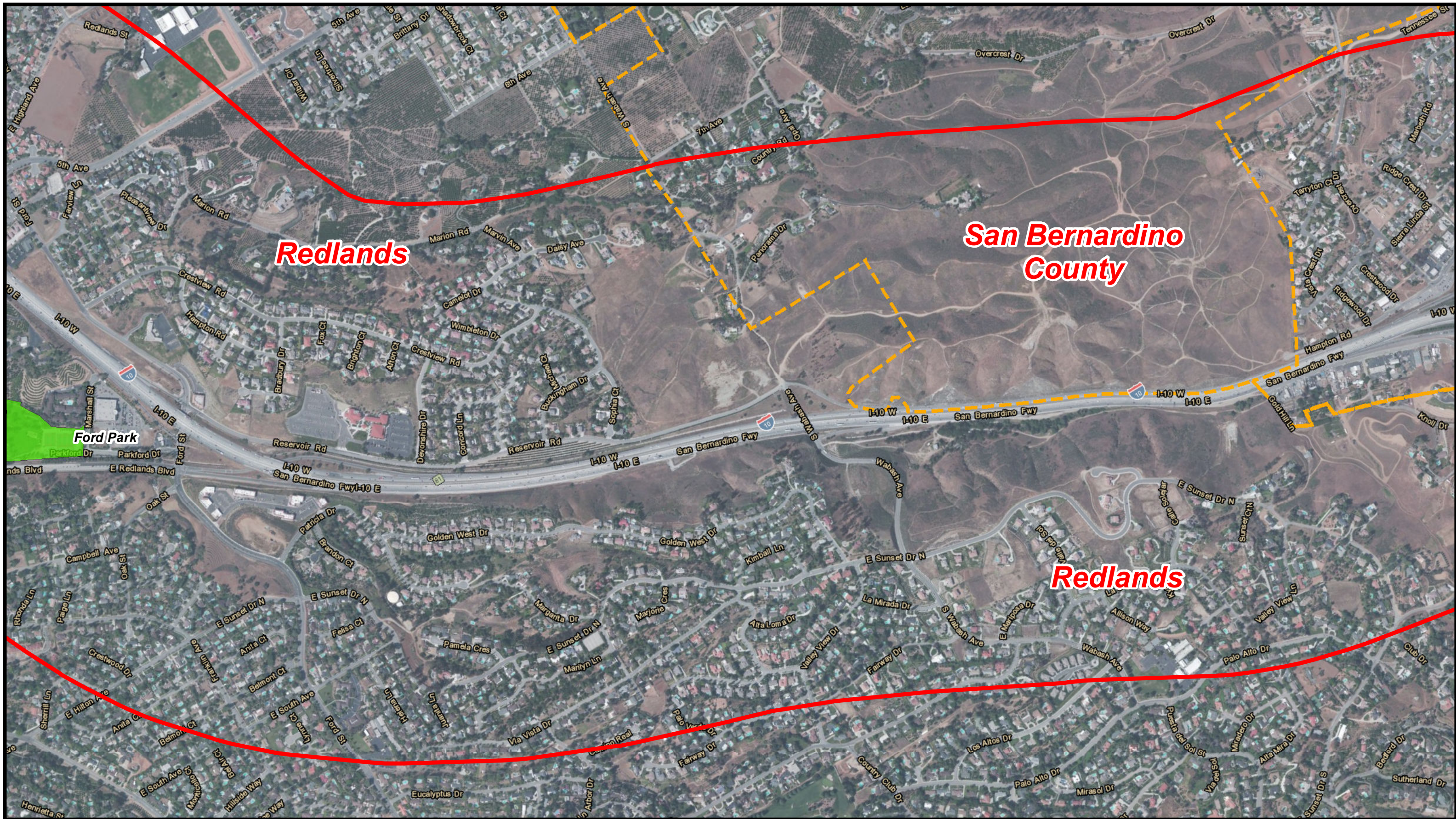


	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary
	Future Recreational Trail		



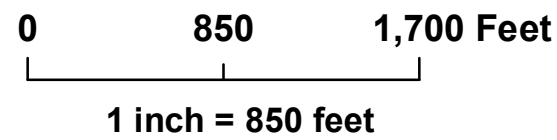
I-10 Corridor Project
Map of Section 4(f)
Public Parks and
Recreational Lands
Sheet 21 of 23

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

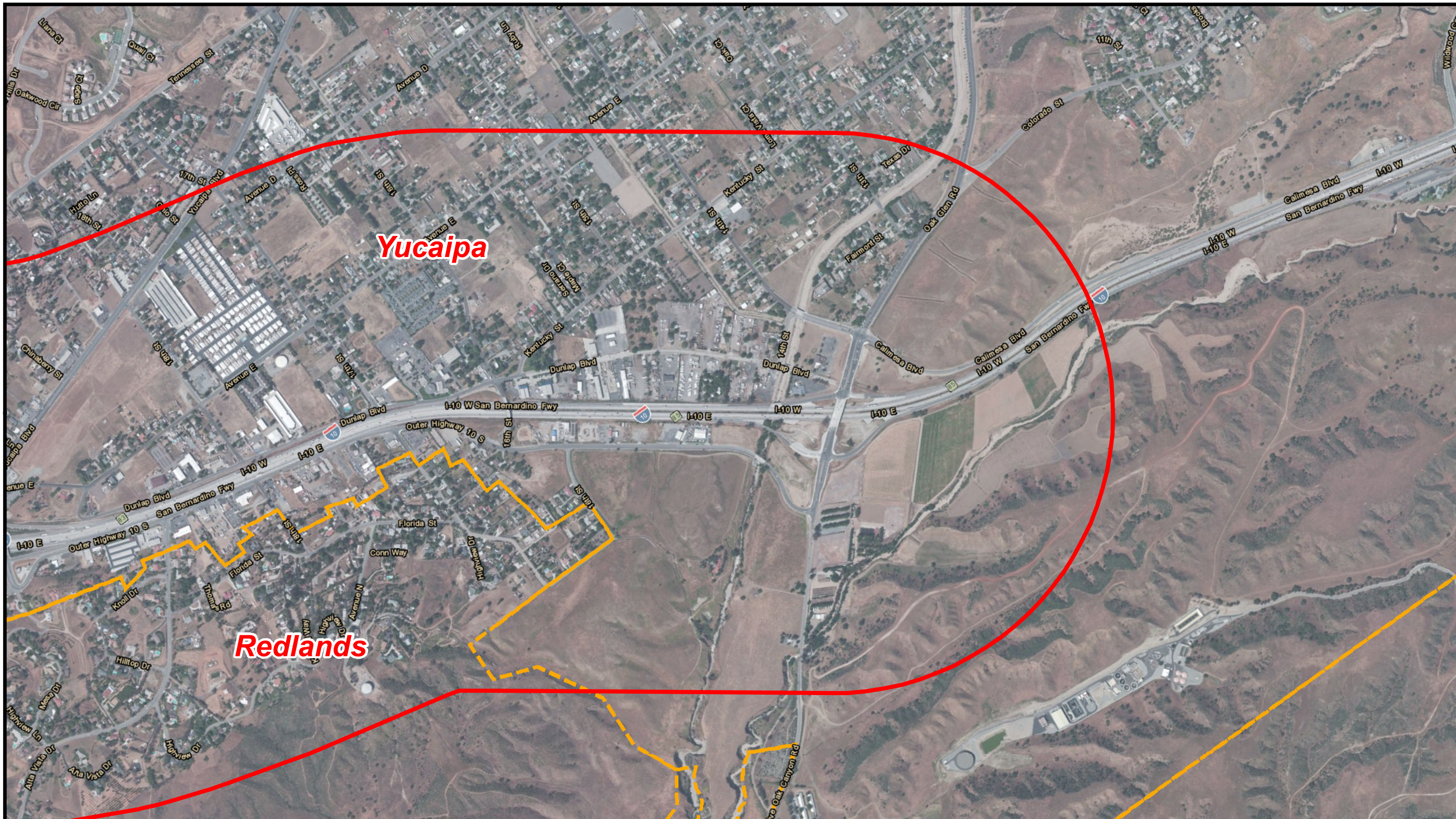





	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

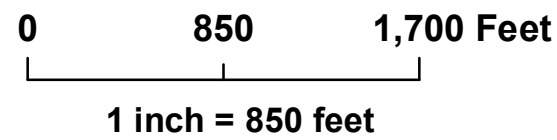


I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 22 of 23



	Section 4(f) Public Park		Project Study Area (Half Mile Buffer)
	Section 4(f) School Site (with Recreational Use)		City Boundary

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).



I-10 Corridor Project
 Map of Section 4(f)
 Public Parks and
 Recreational Lands
 Sheet 23 of 23

Appendix B Summary of Consultation with the City of Montclair

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DEPARTMENT OF TRANSPORTATION
DISTRICT 8, Division of Environmental Planning
464 West 4th Street
San Bernardino, CA 92401
Phone (909) 388-7725
TTY 711
www.dot.ca.gov



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January 12, 2015

Steve Lustro, Director
City of Montclair
Community Development Department
5111 Benito Street
Montclair, CA 91763

Dear Mr. Lustro:

The California Department of Transportation (Caltrans), as the lead agency, in coordination with the San Bernardino Associated Governments (SANBAG), is in the process of producing a joint Draft Environmental Impact Report/ Environmental Impact Statement (DEIR/EIS) for the Interstate 10 (I-10) Corridor Project (CP) in San Bernardino County and Los Angeles County, California.

The I-10 CP proposes to add freeway lanes through all or a portion of the 33-mile stretch of Interstate 10 (I-10) from the Los Angeles/San Bernardino (LA/SB) County Line to Ford Street in San Bernardino County. The project limits including transition areas extend from approximately 0.4 miles west of White Avenue in the city of Pomona at Post Mile (PM) 44.9 to Live Oak Canyon Road in the city of Yucaipa at PM 37.0.

Alternatives under consideration:

Alternative 1: No Build

Alternative 1 (No Build) would maintain the existing lane configuration of I-10 within the project limits with no additional mainline lanes or associated improvements to be provided.

Alternative 2: One High Occupancy Vehicle Lane (HOV) in Each Direction

Alternative 2 (One High Occupancy Vehicle Lane in Each Direction) would extend the existing High Occupancy Vehicle (HOV) lane in each direction of I-10 from the current HOV terminus near Haven Avenue in the city of Ontario to Ford Street in the city of Redlands, a distance of approximately 25 miles.

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Alternative 3: Two Express Lanes in Each Direction

Alternative 3 (Two Express Lanes in Each Direction) would provide two Express Lanes in each direction of I-10 from the LA/SB County Line to California Street (near SR-210) in the city of Redlands and one Express Lane in each direction from California Street to Ford Street in the city of Redlands, a total of 33 miles. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll. West of Haven Avenue, a single new lane would be constructed and combined with the existing HOV lane to provide two Express Lanes in each direction; east of Haven Avenue all Express Lanes would be constructed by the project.

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

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

1. there is no prudent and feasible alternative to using that land; and
2. 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."

Responsibilities for compliance with Section 4(f) have been assigned to Caltrans pursuant to the NEPA Assignment (23 USC 327).

MacArthur Park under the city of Montclair's jurisdiction is considered a Section 4(f) resource. As such, potential project impacts to MacArthur Park are provided for your review below.

Description of MacArthur Park

MacArthur Park, which is owned by the city of Montclair, is a 2.64-acre public park immediately southeast of the I-10 corridor. Amenities at the park include a large grass field, a baseball backstop, a playground, and benches. No future recreational facilities are currently planned at this resource.

MacArthur Park is accessible for vehicles, cyclists, and pedestrians from one primary access at Deodar Street. MacArthur Park is the only outdoor recreational resource for residents in the local community, with the closest Section 4(f) resource over 0.4 miles away, which makes MacArthur Park particularly important as a local recreational amenity for community residents. Given its narrow layout, MacArthur Park is not suitable for use by little leagues, soccer clubs, or other organized sports leagues.

Potential Project Effects at the MacArthur Park

Project improvements at MacArthur Park are only proposed under Alternative 3. There are no project activities proposed in proximity of MacArthur Park under Alternatives 1 or 2. Please reference Figure 1 for project improvements as discussed below.

Direct Use

0.14 acres of MacArthur Park, approximately 5.3 percent of the park's current acreage would need to be acquired. This acquisition would be necessary to widen the I-10, accommodate on-ramp realignment, and construct a replacement soundwall. The 0.14 acre direct use area would be acquired for project ROW and would be converted to transportation uses. This area currently consists of landscaping.

The direct use of 0.14 acres area would not affect any of the recreational activities, features, or attributes within the park because none are located in this area. This would minimally reduce the overall size of the park, but it is not anticipated that it would inhibit existing recreational activities within the park.

In addition, a 0.04 acre permanent footing easement would be required within this property. This is necessary to provide structural support for the proposed retaining wall and soundwall to be constructed adjacent to MacArthur Park. The footing easement would be underground, and would not permanently affect recreational activities, features, or attributes within the park. The surface above the footing easement area would be returned to pre-project conditions after construction is complete.

Temporary Use

A 0.16-acre Temporary Construction Easement (TCE) would be required at MacArthur Park for approximately 9 months to allow for I-10 widening and construction of a proposed soundwall/retaining wall adjacent to the park, as shown in Figure 1. Although this TCE would temporarily reduce the overall park area, it would not affect existing recreational activities, features, or attributes in the park because this area is not used for recreational purposes. It is anticipated that construction of the proposed project would not result in a temporary use of the park because recreational activities can continue throughout project construction.

There would be no interference with the activities or purposes at MacArthur Park due to TCEs of the I-10 CP Alternative 3. The duration of occupancy would be temporary, no changes would occur to the resource, and land would be fully restored to pre-project conditions after construction.

Steve Lustro, Director
January 12, 2015
Page 4

Caltrans has determined that the I10 CP build alternatives satisfy the five conditions set forth in 23 CFR 771.13(d), for Temporary Occupancy and that Section 4(f) will not apply. The duration of the temporary occupancy at MacArthur Park will be less than the time needed for construction of the build alternatives and there would be no change in ownership of the land. The changes to MacArthur Park will be minimal and there are no anticipated permanent adverse physical impacts, there will be no interference with the activities or purposes of the park, on either a temporary or permanent basis. The build alternatives will ensure future public access and the land being used will be fully restored and returned to a condition which is at least as good as that which existed prior to the project.

We look forward to your response to our determination that the proposed I-10 CP build alternatives possible impacts at MacArthur Park satisfy the five conditions set forth in 23 CFR 774.13(d) and the Section 4(f) will not apply.

If you have any questions or would like to discuss in more detail please contact Aaron Burton at Caltrans District 8 (909) 383-2841. In addition, information about the project and the EIR/EIS is also available at the I-10 CP website at the following url: <http://www.i10corridorproject.org/>

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning

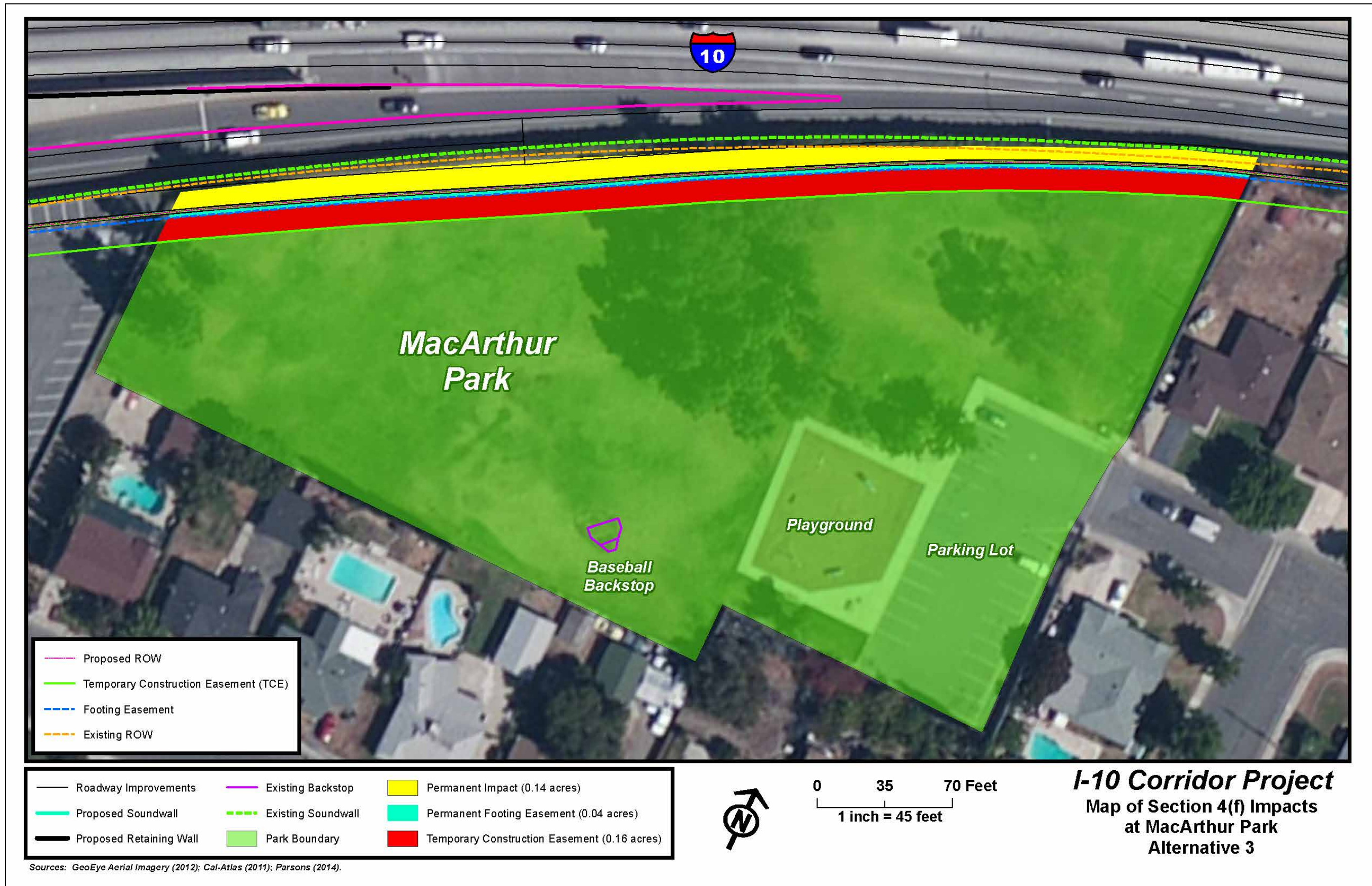


Figure 1: Detour Proposed for Alternatives 2 and 3 Impacts at MacArthur Park

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DEPARTMENT OF TRANSPORTATION

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San Bernardino, CA 92401
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*Serious drought.
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October 20, 2016

Steve Lustro
Community Development Department
City of Montclair
5111 Benito Street
Montclair, CA 91763

Dear Mr. Lustro:

The California Department of Transportation (Caltrans), as the lead agency, in cooperation with the San Bernardino Associated Governments (SANBAG), is in the process of producing a joint Final Environmental Impact Report/ Environmental Impact Statement (FEIR/EIS) for the Interstate 10 (I-10) Corridor Project extending from approximately 0.4 mile west of White Avenue in the City of Pomona at LA Post Mile (PM) 44.9 to Live Oak Canyon Road in the City of Yucaipa at SBd PM R37.0.

The Draft EIR/EIS for the I-10 Corridor Project was circulated for a 50-day review period from April 25, 2016 to June 13, 2016. Based on the comments received on the Draft EIR/EIS and public input, Caltrans has identified Alternative 3 (Two Express Lanes in Each Direction) as the Preferred Alternative.

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

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

1. there is no prudent and feasible alternative to using that land; and
2. 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."

Responsibilities for compliance with Section 4(f) have been assigned to Caltrans pursuant to the NEPA Assignment (23 USC 327).

MacArthur Park is under the City of Montclair’s jurisdiction and is considered a Section 4(f) resource:

- MacArthur Park is a 2.64-acre public park immediately southeast of the I-10 Corridor. Amenities at the park include a large grass field, a baseball backstop, a playground, and benches.

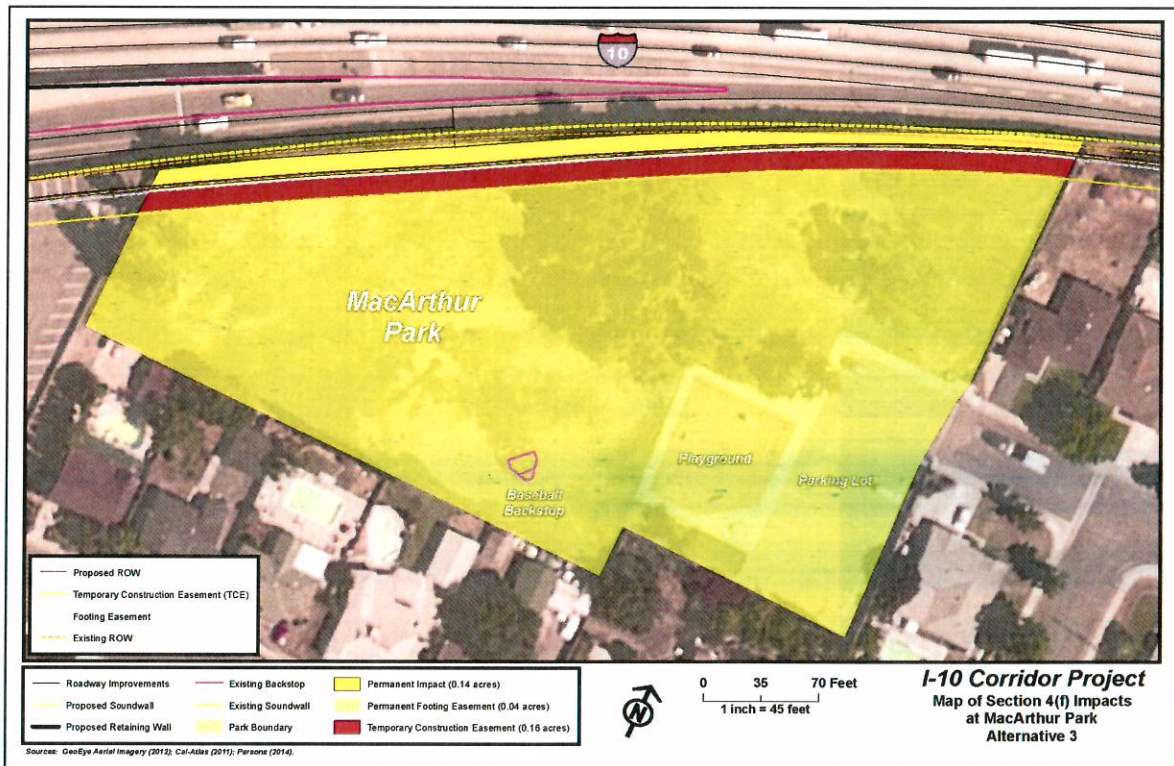


Figure 1: Location of MacArthur Park

Direct Use

The I-10 Corridor Project would require acquisition of 0.14 acre of MacArthur Park, which represents 5.3 percent of the park’s current acreage. This acquisition would be necessary to widen I-10, accommodate on-ramp realignment at the I-10/Central Avenue interchange, and replace an existing soundwall on a new retaining wall. The 0.14-acre direct use area would be acquired for project right-of-way (ROW) and would be converted to transportation uses. This 0.14-acre area currently contains only landscaping, with no recreational facilities or playing fields in this section of the park.

The direct use area would not impact any of the current recreational activities, features, or attributes within the park because none are located in the direct use area. Although the acquisition area would minimally reduce the overall size of the park from 2.64 acres to 2.50 acres, it would not inhibit existing recreational activities within the park.

In addition, a 0.04-acre permanent footing easement would be required within this property, which is necessary to provide structural support for the replaced soundwall on the new retaining wall. The footing easement would be underground and would not permanently affect recreational activities, features, or attributes within the park. The surface above the footing easement area would be returned to pre-project conditions after temporary occupancy of the area during construction is complete.

Temporary Use

The I-10 Corridor Project will require a 0.16-acre TCE at MacArthur Park for approximately 9 months to allow for mainline roadway widening along I-10 and replacement of the soundwall adjacent to the park, as shown in Figure 1. Although this TCE would temporarily reduce the overall park area during construction, it would not impact existing recreational activities, features, or attributes in the park because the area is not used for recreational purposes. Construction of the proposed project would result in a temporary occupancy of the park, although recreational activities at the park can continue throughout project construction.

De Minimis Impact Finding Determination

Caltrans sent a letter to the City of Montclair on November 3, 2014, which described the proposed project, provided project design near MacArthur Park, identified impacts, and proposed avoidance, minimization, and mitigation measures.

While the extent of project improvements is under review, it is expected that the project would result in de minimis impacts to MacArthur Park under Section 4(f) because the activities, features and attributes of these resources would not be adversely affected as discussed above. Therefore, Caltrans is requesting the City of Montclair's concurrence with this de minimis impact finding determination, as required under Section 4(f) in 23 CFR 774. For your convenience, a signature block is provided as an attachment to this letter. Your concurrence is needed to maintain the schedule of the project. Please provide concurrence on or before November 17, 2016.

If you have any questions or would like to discuss in more detail please contact Aaron Burton at Caltrans District 8 (909) 383-2841 or email at aaron.burton@dot.ca.gov.

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning

The City of Montclair appreciates the opportunity to participate in the Section 4(f) concurrence process. The City of Montclair understands that California Department of Transportation (Caltrans) District 8 and San Bernardino Associated Governments (SANBAG) are proposing to improve the existing Interstate 10 (I-10) with the I-10 Corridor Project

Caltrans determines that the *de minimis* finding is appropriate and would be maintained with regards to the potential impacts to MacArthur Park on the activities, features, and attributes that qualify MacArthur Park eligible for protection under Section 4(f).

My signature below represents written concurrence on the *de minimis* finding that the I-10 Corridor Project would not adversely affect the activities, features, and attributes that qualify MacArthur Park for protection under Section 4(f). The public has been afforded an opportunity to review and comment on the effects of the I-10 Corridor Project on the protected activities, features, and attributes of the Section 4(f) resource.

Steve Lustro
Community Development Department
City of Montclair
5111 Benito Street
Montclair, CA 91763

Date

The City of Montclair appreciates the opportunity to participate in the Section 4(f) concurrence process. The City of Montclair understands that California Department of Transportation (Caltrans) District 8 and San Bernardino Associated Governments (SANBAG) are proposing to improve the existing Interstate 10 (I-10) with the I-10 Corridor Project

Caltrans determines that the *de minimis* finding is appropriate and would be maintained with regards to the potential impacts to MacArthur Park on the activities, features, and attributes that qualify MacArthur Park eligible for protection under Section 4(f).

My signature below represents written concurrence on the *de minimis* finding that the I-10 Corridor Project would not adversely affect the activities, features, and attributes that qualify MacArthur Park for protection under Section 4(f). The public has been afforded an opportunity to review and comment on the effects of the I-10 Corridor Project on the protected activities, features, and attributes of the Section 4(f) resource.


Marilyn Staats
Deputy City Manager
City of Montclair
5111 Benito Street
Montclair, CA 91763

11-28-16
Date

Appendix C Summary of Consultation with the Ontario-Montclair School District

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DEPARTMENT OF TRANSPORTATION
DISTRICT 8, Division of Environmental Planning
464 West 4th Street
San Bernardino, CA 92401
Phone (909) 388-7725
TTY 711
www.dot.ca.gov



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November 3, 2014

Craig Misso, Director
Ontario-Montclair School District
Facilities Planning and Operations
950 West "D" Street
Ontario, CA 91762

Dear Mr. Misso:

The California Department of Transportation (Caltrans), as the lead agency, in coordination with the San Bernardino Associated Governments (SANBAG), is in the process of producing a joint Draft Environmental Impact Report/ Environmental Impact Statement (DEIR/EIS) for the Interstate 10 (I-10) Corridor Project (CP) in San Bernardino County and Los Angeles County, California.

The I-10 CP proposes to add freeway lanes through all or a portion of the 33-mile stretch of Interstate 10 (I-10) from the Los Angeles/San Bernardino (LA/SB) County Line to Ford Street in San Bernardino County. The project limits including transition areas extend from approximately 0.4 miles west of White Avenue in the City of Pomona at Post Mile (PM) 44.9 to Live Oak Canyon Road in the City of Yucaipa at PM 37.0.

Alternatives under consideration:

Alternative 1: No Build

Alternative 1 (No Build) would maintain the existing lane configuration of I-10 within the project limits with no additional mainline lanes or associated improvements to be provided.

Alternative 2: One High Occupancy Vehicle Lane (HOV) in Each Direction

Alternative 2 (One High Occupancy Vehicle Lane in Each Direction) would extend the existing High Occupancy Vehicle (HOV) lane in each direction of I-10 from the current HOV terminus near Haven Avenue in the City of Ontario to Ford Street in the City of Redlands, a distance of approximately 25 miles.

Alternative 3: Two Express Lanes in Each Direction

Alternative 3 (Two Express Lanes in Each Direction) would provide two Express Lanes in each direction of I-10 from the LA/SB County Line to California Street (near SR-210) in the City of Redlands and one Express Lane in each direction from California Street to Ford Street in the City of Redlands, a total of 33 miles. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll. West of Haven Avenue, a single new lane would be constructed and combined with the existing HOV lane to provide two Express Lanes in each direction; east of Haven Avenue all Express Lanes would be constructed by the project.

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

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

1. there is no prudent and feasible alternative to using that land; and
2. 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."

Responsibilities for compliance with Section 4(f) have been assigned to Caltrans pursuant to the NEPA Assignment (23 USC 327).

Edison Elementary School under the jurisdiction of the Ontario-Montclair Unified School District is considered a Section 4(f) resource. As such, potential project impacts to Edison Elementary School are provided for your review below.

Description of Edison Elementary School

Edison Elementary School, which is owned by the Ontario-Montclair Unified School District, is a 4.79-acre public school immediately located approximately 40 feet south of the I-10 corridor. There are sports facilities at Edison Elementary School, including a soccer field, basketball courts, a multiple-use grass field, and a playground. No additional recreational facilities are planned for Edison Elementary School at this time.

This school allows public recreational uses of their facilities; however, no organized groups actively use the site at the time of this study and public recreational usage is sporadic. Users can access the site by vehicle or foot from North Sultana Avenue and East Sixth Street. There are seven other Section 4(f) resources within one mile of Edison Elementary School,

Potential Project Effects at the Edison Elementary School

Project improvements at Edison Elementary School are only proposed under Alternative 3. There are no project activities proposed in proximity of Edison Elementary School under Alternatives 1 or 2. Please reference Figure 1 for project improvements as discussed below.

Direct Use

A 0.01 acre permanent footing easement would be required within this property, which is necessary to provide structural support for a new retaining wall to be constructed adjacent to Edison Elementary School. The footing easement would be underground, and would not permanently affect recreational activities, features, or attributes within the school. The surface above the footing easement area would be returned to pre-project conditions after construction is complete.

Temporary Use

A 0.08-acre temporary construction easement (TCE) is proposed at Edison Elementary School for approximately 9 months for construction of new retaining walls and to change the profile of Sultana Avenue, as shown in Figure 1. The proposed TCE is between a chain link fence and mature trees, which physically separate the TCE area from an existing grass field

Although the TCE associated with Alternative 3 may temporarily reduce the overall area available at Edison Elementary School, it is not anticipated that would affect existing recreational activities, features, or attributes at the school because this area consists of existing landscaping. Users would still be able to use the multi-use field during and after project construction.

There would be no interference with the activities or purposes at Edison Elementary School due to TCEs of the I-10 CP Alternative 3. The duration of occupancy would be temporary, no changes would occur to the resource, and land would be fully restored to pre-project conditions after construction.

Caltrans has determined that the I10 CP build alternatives satisfy the five conditions set forth in 23 CFR 771.13(d), for Temporary Occupancy and that Section 4(f) will not apply. The duration of the temporary occupancy at Edison Elementary School will be less than the time needed for construction of the build alternatives and there would be no change in ownership of the land. The changes to Edison Elementary School will be minimal and there are no anticipated permanent adverse physical impacts, there will be no interference with the activities or purposes of the school, on either a temporary or permanent basis. The build alternatives will ensure future public access and the land being used will be fully restored and returned to a condition which is at least as good as that which existed prior to the project.

Craig Misso, Director

November 3, 2014

Page 4

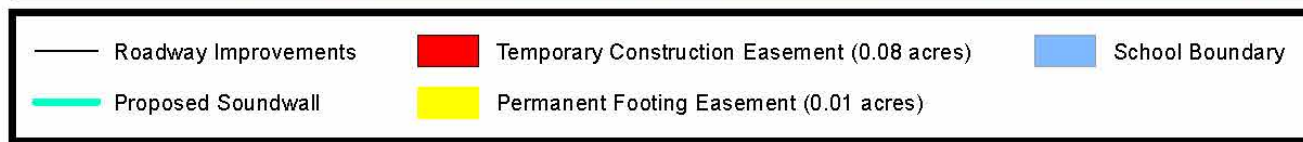
We look forward to your response to our determination that the proposed I-10 CP build alternatives possible impacts at Edison Elementary School satisfy the five conditions set forth in 23 CFR 774.13(d) and the Section 4(f) will not apply:

If you have any questions or would like to discuss in more detail please contact Aaron Burton at Caltrans District 8 (909) 383-2841. In addition, information about the project and the EIR/EIS is also available at the I-10 CP website at the following url: <http://www.i10corridorproject.org/>

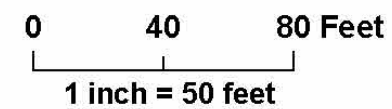
Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning



Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).



I-10 Corridor Project
Map of Section 4(f) Impacts
at Edison Elementary School
Alternative 3

Figure 1: Detour Proposed for Alternatives 2 and 3 Impacts at Edison Elementary School

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Ontario-Montclair

School District

950 West D Street, Ontario, California 91762 • (909) 418-6369 FAX: (909) 459-2550

FACILITIES PLANNING AND OPERATIONS

Sent Via Certified Mail
Receipt No. 7012 1010 0002 2748 4582
Return Receipt Requested

July 13, 2015

David Bricker, Deputy District Director
Department of Transportation
District 8, Division of Environmental Planning
464 West 4th Street
San Bernardino, CA 92401

RE: PROPOSED I-10 CORRIDOR PROJECT

Dear Mr. Bricker:

The District is in receipt of your correspondence dated November 3, 2014, concerning the proposed I-10 Corridor Project ("I-10 CP Project"). This letter shall set forth the Ontario-Montclair School District's concerns regarding the proposed I-10 CP Project.

Based on the information provided, it does not appear that Alternative 1 will significantly impact the District's facilities. However, the District is very concerned about impacts arising from Alternatives 2 and 3 of the proposed I-10 CP Project.

As you are aware, Edison Elementary School ("Edison ES") is located adjacent to the I-10 freeway at Sultana Avenue. Edison ES will be severely impacted by Alternative 3 of the proposed I-10 CP Project. Specifically, Alternatives 2 and 3 of the proposed I-10 CP Project will impact Edison ES's soccer fields, Multi-Purpose Building as well as other portions of the Edison ES campus.

As you are also aware Serrano Middle School ("Serrano MS") is also located adjacent to the I-10 freeway between I-10 and San Jose Street (in the vicinity of Monte Vista Avenue and I-10). The proposed I-10 CP Project will also have direct impacts on the Serrano MS Campus as well.

The District has the following concerns regarding potential adverse impacts resulting from the I-10 CP Project:

BOARD OF TRUSTEES

Samuel Crowe
Michael C. Flores
Maureen "Moe" Mendoza
Elvia M. Rivas
Alfonso Sanchez

James Q. Hammond, Ed.D.
Superintendent

Phil Hillman
Chief Business Official

Craig Misso
Director
Facilities Planning & Operations

General Concerns for Both Edison ES and Serrano MS

1. Student Safety Impacts
 - a. Duration of project
 - b. Contractors' hours of operation
 - c. Department of Justice clearance for all construction workers
 - d. Supervision of employees, subcontractors, and independent contractors
 - e. Disruption to instruction from construction activities, including vibration, increased noise and air pollution
 - f. Location and duration of construction easement
 - g. Construction activities on or near District property
 - h. Disruptive work that impacts instruction (e.g., pile-driving/compaction, etc.)
 - i. Temporary/replacement fencing and barricades
 - j. Damage to and restoration of District property
2. Safety of Students and Parents (as pedestrians or bus riders)
 - a. Crossing guards/other mitigation measures
 - b. Road closures/detours
 - c. Transporting of additional students that qualify for transportation as a result of the Sultana Avenue overpass closure
 - d. Operational impacts to school's schedule and facility limitations
3. Traffic Impacts
 - a. Limited access for student drop-off and pick-up
 - b. Construction material storage
 - c. Construction equipment and vehicle storage/parking
4. Operational/Fiscal Impacts
 - a. Transporting of additional students
 - b. Crossing guards
 - c. Potential loss of ADA from (increased absences/out-bound inter-district transfers)
 - d. Operational disruptions during start and end of school
 - e. Other costs, including additional staffing, to implement temporary mitigation measures

Specific Concerns for Edison ES

1. Accommodation of additional buses due to increased number of transported students should alternate routes exceeding the District's established walking distances
2. Use of double safety fencing (e.g., two fencing panels with a 5' separation) to provide an additional layer of separation between students and the work area
3. Replacement fence/block wall to be installed on top of retaining wall
4. Reseeding of entire playfield
5. DSA approved and certified construction methods for any work occurring on District property
6. Emergency exiting of occupants from the multipurpose room ("MPR")
7. Costs incurred associated with granting of easement for retaining wall footing (appraisal, legal costs, recording, etc.)

Specific Concerns for Serrano MS

1. Use of double safety fencing (e.g., two fencing panels with a 5' separation) to provide an additional layer of separation between students and the work area
2. Use of slatted temporary fencing to reduce visibility from freeway
3. DSA approved and certified construction methods for any work occurring on District property
4. Student safety (as pedestrians) using Monte Vista Avenue underpass during partial closure
5. Impact to bus routes traveling to Peach Wood from Monte Vista Avenues
6. Costs incurred associated with acquisition of land (appraisal, legal costs, recording, etc.)
7. Use of high security fencing and slatted to reduce visibility and deter entry to schools through construction areas

Project Impacts to Physical Education Fields and Hard Courts

The taking of property for the project will result in a loss of acreage of the Edison ES and Serrano MS sites. The project will directly impact Edison ES's physical education ("P.E.") soccer fields located in the vicinity of Sultana Avenue and the I-10 freeway. The project will directly impact Serrano MS's fields located adjacent to the I-10 freeway.

As a result of the impacts of the project, the P.E. fields may need to be temporarily or permanently realigned. This realignment will in turn impact Edison ES's other fields used for physical education activities. The District is also concerned about damage to its property during the pendency of the proposed project and restoration of its property at the end of the proposed project.

Finally, as a result of the taking of property, both on a temporary and permanent basis, significant portion of the fencing along the perimeter of Edison ES and Serrano MS will be impacted and will need to be replaced. In addition, Edison ES has a large access gate along Sultana Avenue, which will need to be maintained in its current location or relocated.

Project Impacts to Multi-Purpose Building (MPR)

Alternatives 2 and 3 proposed temporary construction easement will have a significant adverse impact on the District operations and use of Edison ES's MPR. As proposed temporary construction easement appears to abut Edison ES's MPR. As a result, the emergency exits located on the west side of the MPR will be blocked, which will at least limit Edison ES's use of the MPR during the pendency of the proposed project, if not preventing its use entirely.

Project Impacts to School Site Access

Alternatives 2 and 3 proposed temporary construction easement will have a significant adverse impact on the District's access to the site. The site access along Sultana Avenue north of Edison ES's MPR must be retained. In addition, it appears that there will be operational disruptions of Edison ES as they pertain to the arrival and departure of students.

Project Traffic and Noise Impacts

In addition to the impacts set forth above, the project will also result in increased traffic noise and air quality impacts. Both Edison ES and Serrano MS campuses will be detrimentally impacted. The project will also significantly limit access for student drop off and pickup at Edison ES.

Project Impacts on Student Walking Distances

Alternatives 2 and 3 will disrupt students walking to and from school, lengthen their routes of travel and thereby will increase danger to walking students. In addition, student safety may be jeopardized by having adult construction workers and others present at the school site during construction of the proposed project, unless all personnel are screened for serious and violent offenses, controlled substances offenses, and sex offenses before being permitted on site and properly supervised throughout the duration of the project.

Suggested Mitigation Measures

The following suggested mitigation measures are not intended to be a complete listing of all necessary measures to be implemented for the project.

1. Compensate the District for the fair market value of any land taken for the proposed project.
2. Compensate the District for any costs incurred associated with the proposed project.
3. Incorporate sound mitigation measures at Edison ES along Sultana Avenue and I-10 to reduce construction noise, vibration and traffic noise impacts from the proposed project.
4. Replace Edison ES's perimeter fencing located along Sultana Avenue and the I-10 freeway. The replacement perimeter fencing should be constructed of graffiti and vandalism resistant materials. In particular, the District is concerned that block wall fencing will attract graffiti and vandalism.
5. Replace Serrano MS's perimeter fencing located along the I-10 freeway. The replacement perimeter fencing should be constructed of graffiti and vandalism resistant materials.
6. Relocate and realign athletic fields as necessary as a result of the proposed project.
7. Repair any and all damage to Edison ES's and Serrano MS's property and fields.
8. Repair any and all damage to Edison ES's MPR.
9. Maintain access to the Edison ES school site along Sultana Avenue north of Edison ES's MPR.
10. Construct the proposed project only during the summer recess in order to minimize impact on Edison ES and Serrano MS.
11. Do not allow any disruptive construction activities to occur during dates/times when Edison ES and Serrano MS are in session.
12. Construct temporary fencing to screen the public and students from the proposed projects during construction at Edison ES and Serrano MS.
13. Prior to any work occurring, fingerprint and screen all construction personnel who are working in proximity to Edison ES and Serrano MS for serious and violent offenses, controlled substances offenses, and sex offenses and properly supervise these employees, subcontractors, and independent contractors throughout the duration of the project.

14. Construct designated walkways and crosswalks for student travel to and from school for Edison ES and Serrano MS during the proposed project including, but not limited to, walkways and crosswalks along Sultana Avenue.
15. Employ crossing guards to monitor and assist student travel to and from Edison ES and Serrano MS during the proposed project.
16. Manage construction material storage and construction equipment and vehicle storage/parking (including workers' personal vehicles) in a manner that does not disrupt Edison ES and Serrano MS or jeopardize student safety.

The District anticipates that its comments and suggested mitigation measures will be given serious consideration and incorporated into the project design. Any project impacts on Edison ES and Serrano MS, as well as, site modifications necessitated by the project impacts will result in a financial impact to the District. Although the costs of these impacts are not known at this time, the District anticipates that these costs will be fully funded by the agencies constructing the project.

If you have any further questions, please contact the undersigned.

Sincerely,



Craig Misso
Director, Facilities Planning and Operations

Appendix D Summary of Consultation with the San Bernardino County Regional Parks Department

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DEPARTMENT OF TRANSPORTATION

DISTRICT 8, Division of Environmental Planning

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San Bernardino, CA 92401

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*Serious drought.
Help save water!*

November 3, 2014

AJ Gerber, Environmental Planner
County of San Bernardino
Regional Parks Department
777 East Rialto Avenue
San Bernardino, CA 92415

Dear Mr. Gerber:

The California Department of Transportation (Caltrans), as the lead agency, in coordination with the San Bernardino Associated Governments (SANBAG), is in the process of producing a joint Draft Environmental Impact Report/ Environmental Impact Statement (DEIR/EIS) for the Interstate 10 (I-10) Corridor Project (CP) in San Bernardino County and Los Angeles County, California.

The I-10 CP proposes to add freeway lanes through all or a portion of the 33-mile stretch of Interstate 10 (I-10) from the Los Angeles/San Bernardino (LA/SB) County Line to Ford Street in San Bernardino County. The project limits including transition areas extend from approximately 0.4 miles west of White Avenue in the city of Pomona at Post Mile (PM) 44.9 to Live Oak Canyon Road in the city of Yucaipa at PM 37.0.

Alternatives under consideration:

Alternative 1: No Build

Alternative 1 (No Build) would maintain the existing lane configuration of I-10 within the project limits with no additional mainline lanes or associated improvements to be provided.

Alternative 2: One High Occupancy Vehicle Lane (HOV) in Each Direction

Alternative 2 (One High Occupancy Vehicle Lane in Each Direction) would extend the existing High Occupancy Vehicle (HOV) lane in each direction of I-10 from the current HOV terminus near Haven Avenue in the city of Ontario to Ford Street in the city of Redlands, a distance of approximately 25 miles.

Alternative 3: Two Express Lanes in Each Direction

Alternative 3 (Two Express Lanes in Each Direction) would provide two Express Lanes in each direction of I-10 from the LA/SB County Line to California Street (near SR-210) in the city of Redlands and one Express Lane in each direction from California Street to Ford Street in the city of Redlands, a total of 33 miles. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll. West of Haven Avenue, a single new lane would be constructed and combined with the existing HOV lane to provide two Express Lanes in each direction; east of Haven Avenue all Express Lanes would be constructed by the project.

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

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

1. there is no prudent and feasible alternative to using that land; and
2. 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."

Responsibilities for compliance with Section 4(f) have been assigned to Caltrans pursuant to the NEPA Assignment (23 USC 327).

The Santa Ana River Trail (SART), under the San Bernardino County Regional Parks Department's jurisdiction is considered a Section 4(f) resource. As such, potential project impacts to the SART are provided for your review below.

Description of the Santa Ana River Trail

The SART extends approximately 70 miles across Orange, Riverside, and San Bernardino counties and 14 incorporated cities in those counties. Within the study area established for the I-10 CP, the SART is a paved off-street, Class I bicycle path. The San Bernardino County portion of the SART is described in phases, with the I-10 CP occurring in Phase 2, which runs from just northeast of the project area at Waterman Avenue in San Bernardino to La Cadena Avenue in Colton, crossing underneath I-10 just west of Interstate 215 (I-215).

The San Bernardino County Regional Parks Department has two phases of expansion planned along the SART, which will collectively expand the coverage of the trail approximately 15 miles through the cities of Redlands and Mentone. Construction is anticipated in 2015. Phase 3 of the SART will cover 3.6 miles, running from Waterman Avenue to Alabama Street in the city of Redlands. Phase 4 will run from California Street in Redlands to Garnet Street in Mentone, then up to the San Bernardino National Forest for a total of 11 miles. In addition, SANBAG has identified the Mid City Connector Trail as a future Class I Bike Path, which will connect northern San Bernardino to the Santa Ana River Trail just north of the project limits.

The current SART is available for use by bicyclists and pedestrians. Some segments of the SART are unpaved and are available for use by equestrians, as well as bicyclists and pedestrians; currently no areas in the project study area allow for these uses. Trail usage is generally light during the weekdays with users consisting primarily of bike commuters. Recreational usage is highest during weekend days and holidays.

Features that make the SART unique include its complete separation from motor vehicle traffic; its length and route; its views of natural and developed areas along the trail alignment; and the access the trail provides to other recreational facilities, including parks and other trails.

Potential Project Effects at the Santa Ana River Trail

Three bridge widenings above the SART are proposed under both build Alternative 2 and Alternative 3. Therefore, this section discusses impacts for the SART collectively under both alternatives. Please reference Figure 1 for project improvements

Direct Use

No acquisition or permanent easement of the SART is anticipated. Land from this resource would not be permanently incorporated into the project, either through partial or full acquisition. Furthermore, no permanent project features would be constructed that would modify or otherwise permanently affect the SART within the area.

Temporary Use

Restricted access of the SART would be necessary during construction. As shown in Figure 3, restricted access would be required to prepare the three bridges for widening. It is not anticipated that any trail closures or detours would be necessary during construction as this will occur at night, between sunset and sunrise, when the SART is closed to users. During construction, an 8 foot falsework clearance would be maintained to avoid impacts to the SART facility.

There would be no interference with the activities or purposes at the SART.

AJ Gerber, Environmental Planner

November 3, 2014

Page 4

Caltrans has determined that the I10 CP build alternatives satisfy the five conditions set forth in 23 CFR 771.13(d), for Temporary Occupancy and that Section 4(f) will not apply. The duration of the temporary occupancy at the SART will be less than the time needed for construction of the build alternatives and there would be no change in ownership of the land. The changes to the SART will be minimal and there are no anticipated permanent adverse physical impacts, there will be no interference with the activities or purposes of the SART, on either a temporary or permanent basis. The build alternatives will ensure future public access and the land being used will be fully restored and returned to a condition which is at least as good as that which existed prior to the project.

We look forward to your response to our determination that the proposed I-10 CP build alternatives possible impacts at the SART satisfy the five conditions set forth in 23 CFR 774.13(d) and the Section 4(f) will not apply:

If you have any questions or would like to discuss in more detail please contact Aaron Burton at Caltrans District 8 (909) 383-2841. In addition, information about the project and the EIR/EIS is also available at the I-10 CP website at the following url: <http://www.i10corridorproject.org/>

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning



	Roadway Improvements		Santa Ana River Trail
	Proposed Soundwall		
	Proposed Retaining Wall		

Sources: GeoEye Aerial Imagery (2012); Cal-Atlas (2011); Parsons (2014).

0 500 1,000 Feet
1 inch = 500 feet

I-10 Corridor Project
Map of Section 4(f) Impacts
at Santa Ana River Trail
Alternatives 2 and 3

Figure 1: Improvements Proposed under Alternatives 2 and 3 Impacts at the Santa Ana River Trail

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DEPARTMENT OF TRANSPORTATION

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*Serious drought.
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October 20, 2016

Leonard Hernandez
Regional Parks Department
County of San Bernardino
777 E. Rialto Avenue
San Bernardino, CA 92415-0763

Dear Mr. Hernandez:

The California Department of Transportation (Caltrans), as the lead agency, in cooperation with the San Bernardino Associated Governments (SANBAG), is in the process of producing a joint Final Environmental Impact Report/ Environmental Impact Statement (FEIR/EIS) for the Interstate 10 (I-10) Corridor Project extending from approximately 0.4 mile west of White Avenue in the City of Pomona at LA Post Mile (PM) 44.9 to Live Oak Canyon Road in the City of Yucaipa at SBd PM R37.0.

The Draft EIR/EIS for the I-10 Corridor Project was circulated for a 50-day review period from April 25, 2016 to June 13, 2016. Based on the comments received on the Draft EIR/EIS and public input, Caltrans has identified Alternative 3 (Two Express Lanes in Each Direction) as the Preferred Alternative.

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

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

1. there is no prudent and feasible alternative to using that land; and
2. 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."

Responsibilities for compliance with Section 4(f) have been assigned to Caltrans pursuant to the NEPA Assignment (23 USC 327).

The Santa Ana River Trail (SART) is under the jurisdiction of the San Bernardino County Regional Parks Department:

- The San Bernardino County portion of the SART is described in phases, with the I-10 Corridor Project occurring in Phase 2, which runs from just northeast of the project area at Waterman Avenue in San Bernardino to La Cadena Avenue in Colton, crossing underneath I-10 just west of Interstate 215 (I-215). Trail usage is generally light during the weekdays, with users consisting primarily of bike commuters. Recreational usage is highest during weekend days and holidays. Features that make the SART unique include its complete separation from motor vehicle traffic; its length and route; its views of natural and developed areas along the trail alignment; and the access the trail provides to other recreational facilities, including parks and other trails.

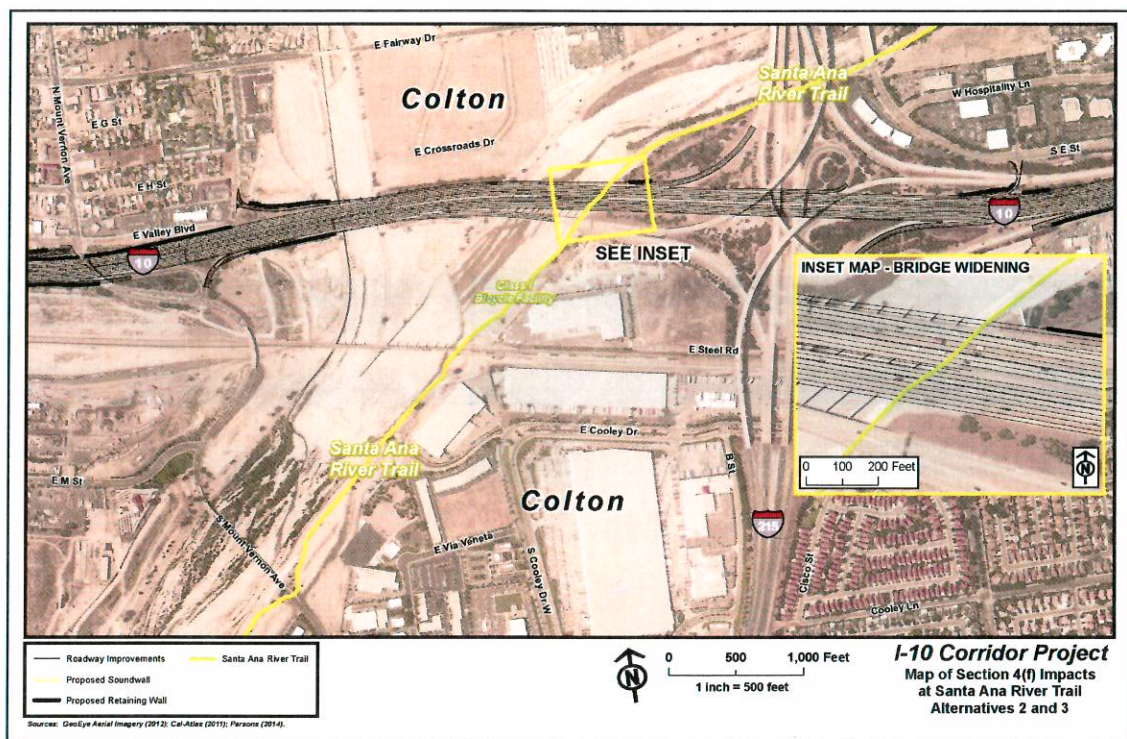


Figure 1: Preferred Alternative 3 Impacts at the Santa Ana River Trail

Direct Use

The I-10 Corridor Project would not require any acquisition or permanent easement of the SART. Land from this resource would not be permanently incorporated into the project either through partial or full acquisition. Furthermore, no permanent project features would be constructed that would modify or otherwise permanently alter the SART. Any trail closures would occur at night after sunset to avoid all impacts to users of the Santa Ana River Trail. Given that the Santa Ana River Trail is only open from sunrise to sunset, work outside of these hours would not require closure or detour of the trail.

Temporary Use

The I-10 Corridor Project will require brief temporary closures of the SART at night to widen three I-10 mainline bridges that cross over the trail. During construction, an 8-foot-tall falsework clearance would be maintained to provide accessibility to the SART facility.

As proposed, bridge widening above the SART at this location would not interfere with the activities or purposes of the SART under Preferred Alternative 3. The duration of occupancy would be temporary, no changes would occur to the protected resource, and land would be fully restored to pre-project conditions after construction.

De Minimis Impact Finding Determination

During the scoping period for the proposed project in November 2012, the San Bernardino County Regional Parks Department provided comments regarding their concerns that the proposed project might result in temporary and permanent impacts to the SART. In the letter, the County requested that trail closures be kept to a minimum and restricted to weekday periods when trail traffic is typically light.

Caltrans has made contact with the County to consult on project impacts to the SART and address their concerns identified during the scoping period. Caltrans sent a letter to the County on November 3, 2014, which described the proposed project, provided project design near the SART, identified impacts, and proposed avoidance, minimization, and/or mitigation measures.

While the extent of project improvements is under review, it is expected that the project would result in de minimis impacts to the SART under Section 4(f) because the activities, features and attributes of these resources would not be adversely affected as discussed above. Therefore, Caltrans is requesting the County of San Bernardino Regional Park Department's concurrence with this de minimis impact finding determination, as required under Section 4(f) in 23 CFR 774. For your convenience, a signature block is provided as an attachment to this letter. Your concurrence is needed to maintain the schedule of the project. Please provide concurrence on or before November 17, 2016.

If you have any questions or would like to discuss in more detail please contact Aaron Burton at Caltrans District 8 (909) 383-2841 or email at aaron.burton@dot.ca.gov.

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning

The County of San Bernardino Regional Parks Department appreciates the opportunity to participate in the Section 4(f) concurrence process. The County of San Bernardino Regional Parks Department understands that California Department of Transportation (Caltrans) District 8 and San Bernardino Associated Governments (SANBAG) are proposing to improve the existing Interstate 10 (I-10) with the I-10 Corridor Project

Caltrans determines that the de minimis finding is appropriate and would be maintained with regards to the potential impacts to the Santa Ana River Trail on the activities, features, and attributes that qualify the Santa Ana River Trail eligible for protection under Section 4(f).

My signature below represents written concurrence on the de minimis finding that the I-10 Corridor Project would not adversely affect the activities, features, and attributes that qualify the Santa Ana River Trail for protection under Section 4(f). The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Leonard Hernandez
Regional Parks Department
County of San Bernardino
777 E. Rialto Avenue
San Bernardino, CA 92415-0763

Date



Regional Parks

MAUREEN A. SNELGROVE
Interim Director

November 1, 2016

David Bricker
Department of Transportation
District 8 Division of Environmental Planning
464 West 4th Street.
San Bernardino, CA. 92401

RE: Response to I-10 Corridor Project – Santa Ana River Trail

Dear Mr. Bricker,

The County of San Bernardino Regional Parks understands that California Department of Transportation (Caltrans) District 8 and San Bernardino Associated Governments (SANBAG) are proposing to improve the existing Interstate 10 (I-10) with the I-10 Corridor Project. Accordingly, San Bernardino County Regional Parks Department (Department) responds as follows to address your letter dated October 20th, 2016 requesting its concurrence on the de minimis findings and the opportunity to participate in the Section 4(f) concurrence process.

The Santa Ana River Trail (SART) is the primary non-motorized transportation route for Southern California and the Department suggests the following recommendations to ensure the SART's continued safe use for pedestrians and cyclist. The Department notes that these same recommendations were discussed between Regional Parks Planner AJ Gerber and Aaron Burton Department of Transportation on August 8, 2014, and during an onsite meeting with Sean Noonan of Parsons, Ryan Todaro and Patti Tiberi on April 26, 2015.

- Signage and public notices:
 - Notices of construction and duration shall be posted at the following locations of the trail.
 - Temporary closures shall be posted at the following locations of the trail.
 - Signs indicating construction ahead shall be posted 100' and 50' prior to work area and on both sides of the trail as it approaches the underpass.
- Work performed on the trail as a platform or staging area:
 - Any work on the trail that may conflict with primary usage of pedestrian and cyclist transportation shall be approved by Regional Parks 30 days prior to scheduled work.
 - Request for temporary closures shall be made in writing to Regional parks 30 days prior to scheduled work.
- During construction, falseworks or a similar approved overhead cover shall be implemented to prevent tools, nails, etc. from falling onto the trail. Additionally, the trail shall be kept clean under and around the construction area at all times.

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Fifth District

GREGORY C. DEVEREAUX
Chief Executive Officer

- Informational posting regarding where to direct concerns with a phone number, address, and agency shall be posted at both sides of the trail so that it is visible to trail users and must be kept in a legible condition for the duration of construction.
- Minimal head clearance for trail users during construction shall be maintained at 8' clearance. Signage shall be posted alerting trail users of the height clearance in large visible letters. Temporary lighting shall be installed to illuminate the sign. This shall be employed for both the east and west side of the trail approach to the underpass.
- Final widening of freeway shall not reduce grade separation over the trail.
- Contact information of Cal Trans Project Manager shall be made available to Regional Parks for immediate assistance for safety issues.

As presented to the Department by the Caltrans, the proposed project falls under the assumption of responsibility pursuant to 23 USC 327. Under this provision Caltrans has determined that transportation use of the SART (Section 4(f) property) would result in a de minimis use. Caltrans maintains that the de minimis determination is appropriate based on the potential impacts to the SART and the activities, features and attributes that make the SART eligible for protection under Section 4(f).

My signature below represents written concurrence that Caltrans has acknowledged and will address all of the Department's comments regarding minimizing temporary construction-related impacts to the SART and that the proposed project would not adversely affect the activities, features, and attributes of the SART. The signature is conditioned upon the temporary use and minimization measures as previously referenced.

Sincerely,



MAUREEN A. SNELGROVE

Interim Director

Cc: Leonard X. Hernandez, Deputy Executive Officer – County Administrative Office
AJ Gerber, Park Planner – Regional Parks Department

Appendix E Summary of Consultation with the City of Redlands

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DEPARTMENT OF TRANSPORTATION
DISTRICT 8, Division of Environmental Planning
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San Bernardino, CA 92401
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November 3, 2014

Ross Whitman, Project Manager
City of Redlands
Municipal Utilities and Engineering Department
35 Cajon Street
Redlands, CA 92373

Dear Mr. Whitman:

The California Department of Transportation (Caltrans), as the lead agency, in coordination with the San Bernardino Associated Governments (SANBAG), is in the process of producing a joint Draft Environmental Impact Report/ Environmental Impact Statement (DEIR/EIS) for the Interstate 10 (I-10) Corridor Project (CP) in San Bernardino County and Los Angeles County, California

The I-10 CP proposes to add freeway lanes through all or a portion of the 33-mile stretch of Interstate 10 (I-10) from the Los Angeles/San Bernardino (LA/SB) County Line to Ford Street in San Bernardino County. The project limits including transition areas extend from approximately 0.4 miles west of White Avenue in the city of Pomona at Post Mile (PM) 44.9 to Live Oak Canyon Road in the city of Yucaipa at PM 37.0.

Alternatives under consideration:

Alternative 1: No Build

Alternative 1 (No Build) would maintain the existing lane configuration of I-10 within the project limits with no additional mainline lanes or associated improvements to be provided.

Alternative 2: One High Occupancy Vehicle Lane (HOV) in Each Direction

Alternative 2 (One High Occupancy Vehicle Lane in Each Direction) would extend the existing High Occupancy Vehicle (HOV) lane in each direction of I-10 from the current HOV terminus near Haven Avenue in the city of Ontario to Ford Street in the city of Redlands, a distance of approximately 25 miles.

Alternative 3: Two Express Lanes in Each Direction

Alternative 3 (Two Express Lanes in Each Direction) would provide two Express Lanes in each direction of I-10 from the LA/SB County Line to California Street (near SR-210) in the city of Redlands and one Express Lane in each direction from California Street to Ford Street in the city of Redlands, a total of 33 miles. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll. West of Haven Avenue, a single new lane would be constructed and combined with the existing HOV lane to provide two Express Lanes in each direction; east of Haven Avenue all Express Lanes would be constructed by the project.

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

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

1. there is no prudent and feasible alternative to using that land; and
2. 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."

Responsibilities for compliance with Section 4(f) have been assigned to Caltrans pursuant to the NEPA Assignment (23 USC 327).

The Orange Blossom Trail (OBT) under the San Bernardino County Regional Parks Department's jurisdiction is considered a Section 4(f) resource. As such, potential project impacts to the OBT are provided for your review below.

Description of the Orange Blossom Trail

The OBT is a Redlands city trail that will ultimately run west to east throughout much of the city. Currently, only two short segments of the trail have been constructed. Both existing segments are south of the study area. In the near future, construction will begin on the western segment of the OBT from Mountain View Avenue in the west to California Street in the east. Thereafter, the city intends to construct an additional segment of the OBT spanning from downtown to the University of Redlands and Mentone. This final eastern segment would be constructed approximately from 6th Street in the west to Wabash Avenue in the east.

Based on current design, the future western and eastern segments of the OBT will be paved off-street, Class I bicycle paths similar to the two existing segments. These trails will collectively be owned and managed under the jurisdiction of the city of Redlands. Based on current information available for the project, the OBT would be available for use by bicyclists and pedestrians.

In addition, the city of Redlands is working with local nonprofit organizations and the University of Redlands to design and construct the Zanja Trail. Located within and adjacent to Sylvan Park, the Zanja Trail would tie into the eastern segment of the planned OBT between Sylvan Boulevard and Park Avenue near or beneath the I-10 overpass. The Zanja Trail is conceived of as a natural surface trail and greenway that would parallel and/or share a similar footprint as the OBT in some locations.

Once they are constructed, features that will make the OBT and the Zanja Trail unique include their complete separation from motor vehicle traffic; their length and route; their views of natural and undeveloped areas along the trail alignment; and the access the trail provides to other recreational facilities, including parks and other trails including downtown Redlands, University of Redlands, the Santa Ana River Trail, Crafton Hills Trails, and several pocket parks proposed along their alignments.

Potential Project Effects at the Orange Blossom Trail

Outside bridge widening on both sides of the bridge above the proposed western segment of the OBT are proposed under Alternative 2 and Alternative 3. Therefore, this section discusses impacts for the OBT collectively under both alternatives. No project improvements or construction activities are proposed near the Zanja Trail under either Alternative 2 or 3. Please reference Figure 1 for project improvements and detour routes discussed below.

The two build alternatives would not require any acquisition or permanent easement at either the proposed eastern or western segments of OBT or the Zanja Trail. Land from these resources would not be permanently incorporated into the project, either through partial or full acquisition. Furthermore, no permanent project features would be constructed that would modify or otherwise permanently affect the OBT or Zanja Trail.

The build alternatives would require temporary construction easements (TCEs) and detour of the western segment of the OBT to widen the I-10 mainline bridge, which crosses over the trail. A total of 1.20 miles of the trail would be closed for approximately 18 months.

No temporary use, including closures or detours, would be required at the Zanja Trail under Alternatives 2 and 3.

The proposed detour of the OBT would occur from Mountain View Avenue to California Street in Redlands. If the OBT is constructed prior to construction of the I-10 CP, trail traffic would be detoured along local streets (Lugonia Avenue and California Street) for approximately 18 months while I-10 bridge widenings are constructed over the OBT alignment. A map of the proposed temporary detour is provided as Figure 1.

Informational and detour signage will be posted to inform users of the temporary trail closures. In addition, information on the trail closure will be posted to the City of Redlands website and Facebook page in an effort to provide sufficient notice to trail users of the detour.

Ross Whitman, Project Manager

November 3, 2014

Page 4

Given these measures, there would be no interference with the activities or purposes of the future OBT due to TCEs of the I-10 CP Alternatives 2 or 3. The duration of occupancy would be temporary, no changes would occur to the protected resource, and land would be fully restored to pre-project conditions after construction.

Caltrans has determined that the I-10 CP build alternatives satisfy the five conditions set forth in 23 CFR 771.13(d), for Temporary Occupancy and that Section 4(f) will not apply. The duration of the temporary occupancy at the OBT will be less than the time needed for construction of the build alternatives and there would be no change in ownership of the land. The changes to OBT will be minimal and there are no anticipated permanent adverse physical impacts, there will be no interference with the activities or purposes of the resource, on either a temporary or permanent basis.

The build alternatives will ensure future public access and the land being used will be fully restored and returned to a condition which is at least as good as that which existed prior to the project.

We look forward to your response to our determination that the proposed I-10 CP build alternatives possible impacts to OBT satisfy the five conditions set forth in 23 CFR 774.13(d) and the Section 4(f) will not apply:

If you have any questions or would like to discuss in more detail please contact Aaron Burton at Caltrans District 8 (909) 383-2841. In addition, information about the project and the EIR/EIS is also available at the I-10 CP website at the following url: <http://www.i10corridorproject.org/>

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning

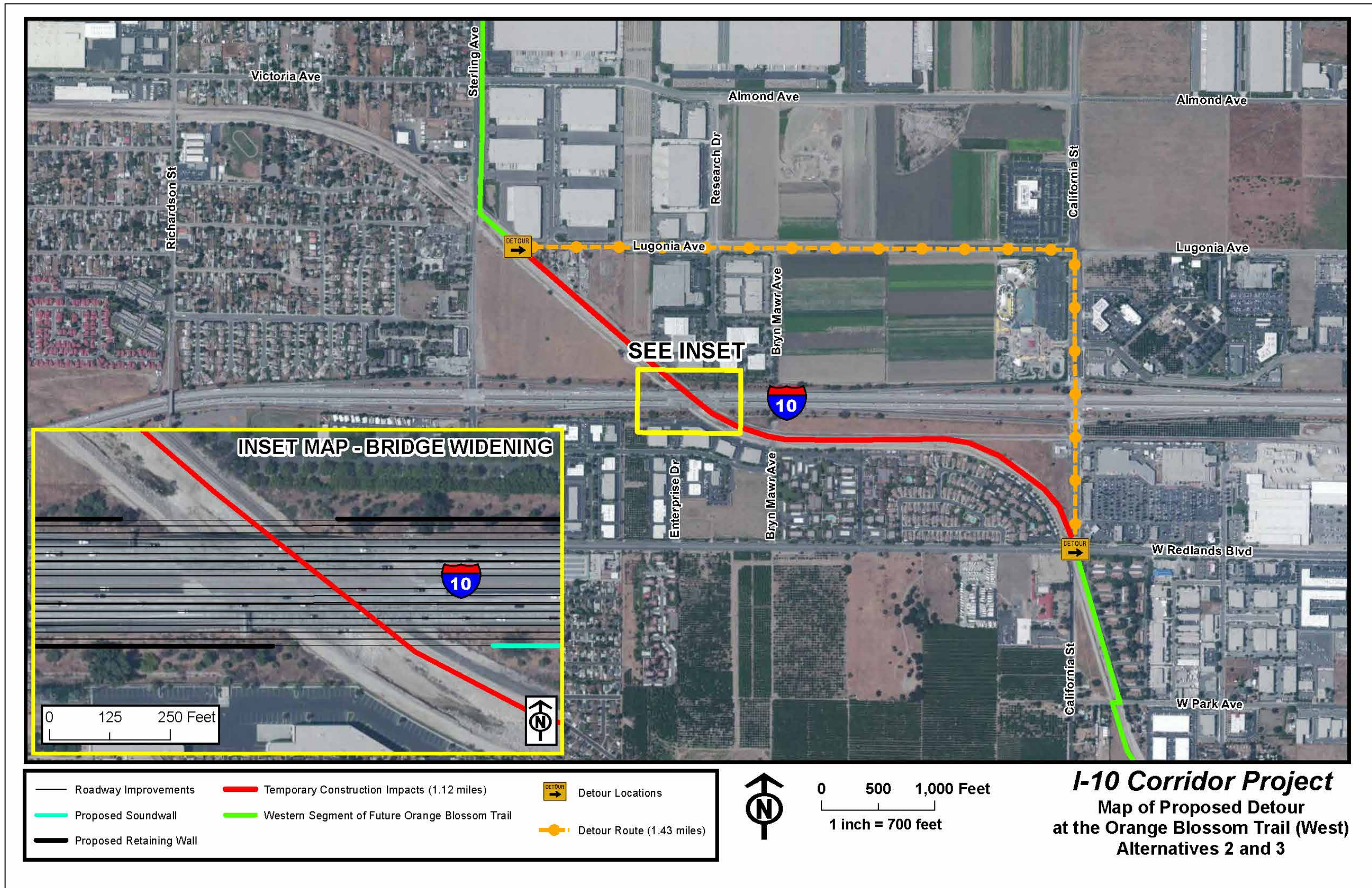


Figure 1: Detour Proposed for Alternatives 2 and 3 Impacts at the Orange Blossom Trail

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DEPARTMENT OF TRANSPORTATION

DISTRICT 8, Division of Environmental Planning
464 West 4th Street
San Bernardino, CA 92401
Phone (909) 388-7725
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*Serious drought.
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October 20, 2016

Don Young
Municipal Utilities and Engineering
City of Redlands
35 Cajon Street, Suite 15A
Redlands, CA 92373

Dear Mr. Young:

The California Department of Transportation (Caltrans), as the lead agency, in cooperation with the San Bernardino Associated Governments (SANBAG), is in the process of producing a joint Final Environmental Impact Report/ Environmental Impact Statement (FEIR/EIS) for the Interstate 10 (I-10) Corridor Project extending from approximately 0.4 mile west of White Avenue in the City of Pomona at LA Post Mile (PM) 44.9 to Live Oak Canyon Road in the City of Yucaipa at SBd PM R37.0.

The Draft EIR/EIS for the I-10 Corridor Project was circulated for a 50-day review period from April 25, 2016 to June 13, 2016. Based on the comments received on the Draft EIR/EIS and public input, Caltrans has identified Alternative 3 (Two Express Lanes in Each Direction) as the Preferred Alternative.

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

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

1. there is no prudent and feasible alternative to using that land; and
2. 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."

Responsibilities for compliance with Section 4(f) have been assigned to Caltrans pursuant to the NEPA Assignment (23 USC 327).

The Orange Blossom Trail (OBT) and the future Zanja Trail are under the jurisdiction of the city of Redlands and are considered Section 4(f) resources:

- The OBT is a Redlands city trail that will ultimately run west to east through much of the city. Currently, only two short segments of the trail have been constructed. Both existing segments are south of the study area. Based on current design, the future western and eastern segments of the OBT will be paved off-street, with Class I bicycle paths similar to the two existing segments. These trails will collectively be owned and managed under the jurisdiction of the City of Redlands. Based on current information available for the project, the OBT would be available for bicyclists and pedestrians.
- The City of Redlands is working with local nonprofit organizations and the University of Redlands to design and construct the Zanja Trail. Located within and adjacent to Sylvan Park, the Zanja Trail would tie into the eastern segment of the planned OBT between Sylvan Boulevard and Park Avenue near or beneath the I-10 overpass. The Zanja Trail is conceived of as a natural surface trail and greenway that would parallel and/or share a similar footprint as the OBT in some locations.

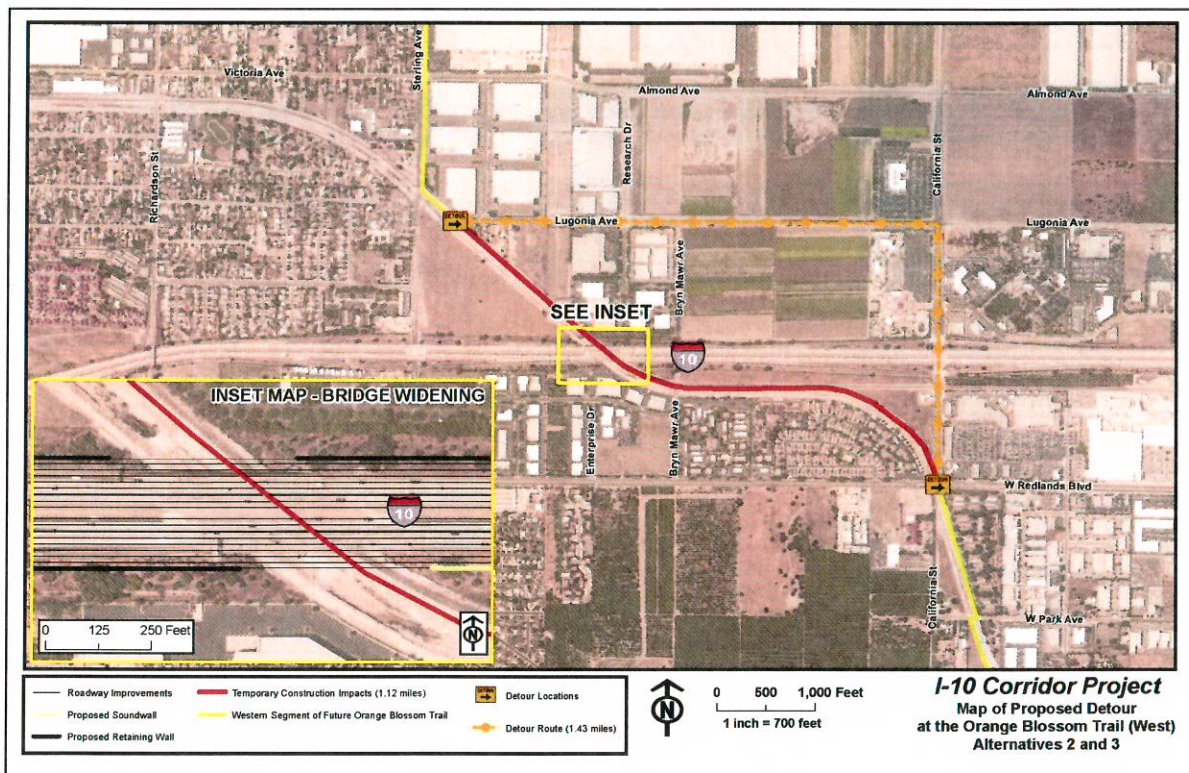


Figure 1: Preferred Alternative 3 Detour at the Orange Blossom Trail (West)

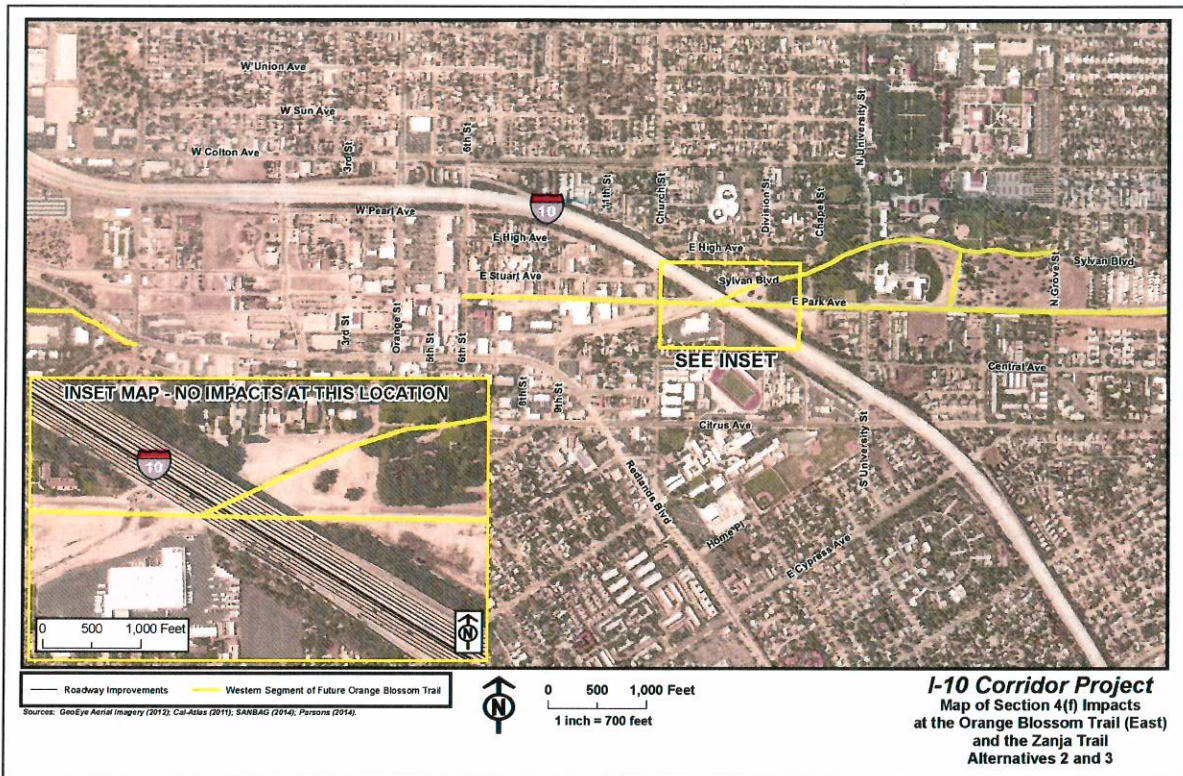


Figure 2: Preferred Alternative 3 Impacts to Orange Blossom Trail (East) and Zanja Trail

Direct Use

The I-10 Corridor Project would not require any acquisition or permanent easement at any proposed segments of OBТ or the Zanja Trail. Land from these resources would not be permanently incorporated into the project, either through partial or full acquisition. Furthermore, no permanent project features would be constructed that would modify or otherwise permanently impact the OBТ or Zanja Trail; therefore, there would be no direct use of these resources.

Temporary Use

If the OBТ is constructed prior to the I-10 Corridor Project a detour of the western segment may be needed to widen the I-10 mainline bridge, which crosses over the trail, as shown in Figure 1. A total of 1.20 miles of the trail would be temporarily closed for approximately 18 months.

No temporary occupancy, including closures or detours, would be required at the Zanja Trail, as shown in Figure 2.

The proposed temporary closure of the OBТ would occur from Mountain View Avenue to California Street in Redlands. Trail traffic would be detoured along local streets (Lugonia Avenue and California Street) for approximately 18 months while the I-10 bridge widening is constructed over the planned OBТ alignment. Informational and detour signage will be posted to inform recreational and commuter users of temporary trail closures in the area. In addition, Caltrans will coordinate with the City of Redlands to post information regarding the trail closure on the city's website and Facebook page to provide sufficient notice to trail users of the temporary closure and detour.

There would be no interference with the activities or purposes of the future OBT due to construction of the I-10 Corridor Project. The duration of occupancy would be temporary, no changes would occur to the trail, and land would be fully restored to pre-project or better condition after construction. Given that a suitable detour route would be provided to maintain connectivity throughout the OBT, its recreational value would not be reduced by the temporary occupancy proposed.

De Minimis Impact Finding Determination

In May 2014, the project manager for the OBT project from the City of Redlands Municipal Utilities and Engineering Department, Ross Whitman, was contacted to discuss the current and future status of the OBT near I-10. During the conversation, Mr. Whitman provided current plans for the trail segments, an anticipated timeline, and a primary city contact to coordinate detours and trail-related mitigation measures.

In addition, Caltrans sent a letter to the City of Redlands on November 3, 2014, which described the proposed project, provided project design near the OBT, identified uses, and proposed avoidance, minimization, and mitigation measures.

While the extent of project improvements are under review, it is expected that the project would result in *de minimis* impacts to the OBT and Zanja Trail under Section 4(f) because the activities, features and attributes of these resources would not be adversely affected as discussed above. Therefore, Caltrans is requesting the City of Redland's concurrence with this *de minimis* impact finding determination, as required under Section 4(f) in 23 CFR 774. For your convenience, a signature block is provided as an attachment to this letter. Your concurrence is needed to maintain the schedule of the project. Therefore, please provide concurrence on or before November 17, 2016.

If you have any questions or would like to discuss in more detail please contact Aaron Burton at Caltrans District 8 (909) 383-2841 or email at aaron.burton@dot.ca.gov.

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning

The City of Redlands appreciates the opportunity to participate in the Section 4(f) concurrence process. The City of Redlands understands that California Department of Transportation (Caltrans) District 8 and San Bernardino Associated Governments (SANBAG) are proposing to improve the existing Interstate 10 (I-10) with the I-10 Corridor Project.

Caltrans determines that the *de minimis* finding is appropriate and would be maintained with regards to the potential impacts to the Orange Blossom Trail and Zanja Trail on the activities, features, and attributes that qualify the Orange Blossom Trail and Zanja Trail eligible for protection under Section 4(f).

My signature below represents written concurrence on the *de minimis* finding that the I-10 Corridor Project would not adversely affect the activities, features, and attributes that qualify the Orange Blossom Trail and Zanja Trail for protection under Section 4(f). The public has been afforded an opportunity to review and comment on the effects of the I-10 Corridor Project on the protected activities, features, and attributes of the Section 4(f) resources.

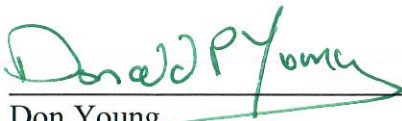
Don Young
Municipal Utilities and Engineering
City of Redlands
35 Cajon Street, Suite 15A
Redlands, CA 92373

Date

The City of Redlands appreciates the opportunity to participate in the Section 4(f) concurrence process. The City of Redlands understands that California Department of Transportation (Caltrans) District 8 and San Bernardino Associated Governments (SANBAG) are proposing to improve the existing Interstate 10 (I-10) with the I-10 Corridor Project.

Caltrans determines that the *de minimis* finding is appropriate and would be maintained with regards to the potential impacts to the Orange Blossom Trail and Zanja Trail on the activities, features, and attributes that qualify the Orange Blossom Trail and Zanja Trail eligible for protection under Section 4(f).

My signature below represents written concurrence on the *de minimis* finding that the I-10 Corridor Project would not adversely affect the activities, features, and attributes that qualify the Orange Blossom Trail and Zanja Trail for protection under Section 4(f). The public has been afforded an opportunity to review and comment on the effects of the I-10 Corridor Project on the protected activities, features, and attributes of the Section 4(f) resources.



Don Young
Municipal Utilities and Engineering
City of Redlands
35 Cajon Street, Suite 15A
Redlands, CA 92373

11/7/16

Date

Appendix F Summary of Consultation with the City of Ontario and City of Upland

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DEPARTMENT OF TRANSPORTATION

DISTRICT 8, Division of Environmental Planning
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March 30, 2017

Ms. Rosemary Hoerning
Public Works Director
City of Upland
460 North Euclid Avenue
Upland, CA 91786

Re: I-10 Corridor Project Section 4(f) Evaluation Relating to Euclid/State Route 83

Dear Ms. Hoerning:

The California Department of Transportation (Caltrans), as the lead agency, in cooperation with the San Bernardino County Transportation Authority (SBCTA), formerly known as San Bernardino Associated Governments (SANBAG), is in the process of producing a joint Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Interstate 10 (I-10) Corridor Project extending from approximately 0.4 mile west of White Avenue in the city of Pomona at LA Post Mile (PM) 44.9 to Live Oak Canyon Road in the city of Yucaipa at SBd PM R37.0.

The Draft EIR/EIS for the I-10 Corridor Project was circulated for a 50-day review period from April 25, 2016 to June 13, 2016. Based on the comments received on the Draft EIR/EIS and public input, Caltrans has identified Alternative 3 (Two Express Lanes in Each Direction) as the Preferred Alternative.

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

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

1. There is no prudent and feasible alternative to using that land; and
2. 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."

Responsibilities for compliance with Section 4(f) have been assigned to Caltrans pursuant to the NEPA Assignment (23 USC 327).

Euclid Avenue/State Route 83 is a State owned National Register of Historic Places (NRHP) listed property located in the cities of Ontario and Upland and is considered a Section 4(f) resource:

- Euclid Avenue/State Route 83 is an 8.4-mile long section of the linear Euclid Avenue (part of California State Route 83) that spans from 24th Street in Upland, at the foothills of Mount Baldy to Philadelphia Street in Ontario. Euclid Avenue/State Route 83 crosses under the I-10 freeway in the city of Ontario.
- Euclid Avenue was listed in the NRHP as a single resource under Criterion A for its community planning and development significance and under Criterion C for its landscape architecture significance. The NRHP-listed property boundary consists of the 200-foot-wide public right-of-way of Euclid Avenue.
- Contributing landscape features include California pepper trees (*Schinus molle*), silk oak trees (*Grevillea robusta*), and other mature vegetation such as southern magnolia (*Magnolia grandiflora*). Non-contributing features include the bridge which crosses I-10 (Caltrans Bridge No. 54 0445) and other modifications to the historic property which resulted from the construction of this bridge such as modern sidewalks and curbs.

Direct Use

Alternative 3 would construct improvements to Euclid Avenue between 7th Street in Upland and the vicinity of 6th Street in Ontario, and it would replace the Freeway Interchange Bridge (Bridge No. 54 0445) (see Figure 1). Most of the project improvements on Euclid Avenue would occur between 7th Street and the vicinity of Caroline Court, which is an area that was previously modified from its historic condition on several occasions due to its proximity to I-10. This section is generally not considered a contributing segment of the historic property because very little historic fabric remains.

The Freeway Interchange Bridge was constructed when I-10 was constructed in the 1950s to carry Euclid Avenue over the new freeway. The bridge was reconstructed in 1970. The Freeway Interchange Bridge was not identified as a character-defining feature of the historic property (Caltrans, 2000) and is listed as a Category 5, "Not NRHP eligible" in the Caltrans historic bridge inventory; therefore, replacement of this bridge would not result in an adverse effect to the historic property.

Under Alternative 3, the medians located between 7th Street and Caroline Court would be altered by further reducing their width. Alternative 3 would require approximately 0.48 acre of permanent impacts to medians (0.21 acre and 0.27 acre of median impacts in Upland and Ontario, respectively). These medians have previously been substantially altered and were not previously identified to be character-defining features of this historic property. Recognizing that change is expected on a principal arterial highway in an urban setting, the overall historic character, driving

experience, and integrity would not be diminished. Minimal alteration to the medians would allow the historic property to continue to be used for its historic purpose, which is that of an arterial roadway. Additionally, the existing landscaping would be retained or replaced to the extent feasible. Therefore, the proposed modification of the medians would not adversely affect the physical features within the property's setting that contribute to its historic significance.

The proposed project would improve vehicular circulation patterns, which would improve any potential visual, atmospheric, or audible elements that may result from queuing traffic and is considered a benefit.

Because Alternative 3 has the potential to adversely affect Euclid Avenue, which is a resource listed in the NRHP, four design options were developed to facilitate traffic flow and reduce historic preservation concerns. Several design options were developed to minimize potential impacts to the remaining historic features along Euclid Avenue. A total of four options were developed and presented to the City of Upland for review. Based on several meetings with City staff, Options 1 through 3 were eliminated from further consideration. Option 4 requires a small portion of historic cobblestone curb to be removed on the east side of the Euclid Avenue median. Option 4 would require removal of approximately 470 linear feet of historic cobblestone curb (109 feet in Upland, located north of 7th Street; and 361 feet in Ontario, located south of E. Deodar Street). For the same reasons discussed above for the replacement structure and medians, removal of the historic curb would not result in an adverse effect; the curbs would be replaced in-kind as part of the project. Therefore, impacts to the historic stone curbs would not result in an adverse effect.

Construction of Alternative 3 would result in the removal of 26 trees, nine of which are character-defining features of the historic property. The current total number of contributing trees within the historic property is unknown, but it is assumed to be almost 2,100. Removal of nine trees could be considered physical destruction to part of the property; however, compared to the totality of the extant of this character-defining feature, removal of such a small number of trees should not be considered as rising to the level of being considered adverse. In addition, all trees to be removed from the Euclid Avenue parkway and median would be replaced within the parkway or median. Therefore, impacts to character defining trees would not rise to the level of being considered adverse.

In summary, Alternative 3 would construct improvements to a small segment of historic Euclid Avenue between 7th Street in Upland and in the vicinity of 6th Street in Ontario. Alternative 3 would require permanent impacts consisting of approximately 0.48 acre of median impacts, 470 linear feet of historic cobblestone curb impacts, and the removal of nine character-defining trees. The total area of permanent impacts represents approximately 0.2 percent of the site's pre-project acreage. The project impacts to the segment of Euclid Avenue are relatively minor compared to the totality of the more than 8-mile-long historic Euclid Avenue. Adverse impacts would be avoided by replacing character-defining features (i.e., stone curbs and trees) in-kind and ensuring that overall continuity of the Euclid Avenue corridor would be maintained and therefore, a *de minimis* finding is proposed.

Temporary Use

Temporary construction easements along Euclid Avenue would not be required. Euclid Avenue/SR-83 would remain open to vehicular traffic during construction of Alternative 3; however, in order to allow for the flow of vehicular traffic, construction staging would occur in three phases:

Stage 1

- Remove the southern end of the median located between I-10 and 7th Street;
- Remove the northern end of the median located between I-10 and 6th Street;
- Repair bridge deck as needed;
- Restripe and shift NB traffic to the median and west side of Freeway Interchange Bridge; and
- Remove eastern portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing.

Stage 2

- Adjust pavement to provide smooth transition between existing grade and slightly higher profile of new bridge;
- Restripe and shift traffic to the median and east side of Freeway Interchange Bridge; and
- Remove western portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing.

Stage 3

- Restripe and shift traffic to new bridge; and
- Remove middle portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing.

A Draft Traffic Management Plan (TMP) for the project has been prepared and was designed to minimize traffic delays that may result from lane restrictions or closures during construction operations. Temporary construction improvements would not adversely affect the historic property.

De Minimis Impact Finding Determination

Since the public scoping period, Caltrans has continued to coordinate with the City of Upland to consult on project impacts to Euclid Avenue/SR-83. Meetings and further correspondence between Caltrans and the City of Upland occurred during public review of the Draft EIR/EIS.

A focus meeting with representatives of the City of Upland, SBCTA, Caltrans, and relevant project consultants was held on May 6, 2014. The purpose of this focus meeting was to present the project to the City of Upland and discuss the City's concerns related to Euclid Avenue.

A letter dated June 17, 2014, was received from Mr. Jeff Zwack, City of Upland Development Services Director. Mr. Zwack identified the significance and character-defining features of Euclid Avenue and provided measures for impacts to Euclid Avenue.

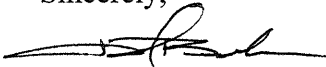
Similar to the coordination efforts that have been conducted with the City of Upland, a focus meeting was also held with the City of Ontario on April 17, 2014. An email response from Mr. Scott Murphy, Planning Director for the City of Ontario, was received on June 11, 2014, and

indicated Option 4 of Alternative 3 is the City of Ontario's preferred design option for Euclid Avenue. A letter dated July 29, 2014, was received from Ms. Cathy Wahlstrom, Principal Planner for the City of Ontario. Ms. Wahlstrom also identified the significance and character-defining features of Euclid Avenue and provided measures for impacts to Euclid Avenue.

It is expected that the I-10 Corridor Project would result in *de minimis* impacts to Euclid Avenue/State Route 83 under Section 4(f) because the activities, features and attributes of these resources would not be adversely affected as discussed above. Therefore, Caltrans is requesting the City of Upland's concurrence with this *de minimis* impact finding determination, as required under Section 4(f) in 23 CFR 774. For your convenience, a signature block is provided as an attachment to this letter. Your concurrence is needed to maintain the schedule of the project. Please provide concurrence on or before February 28, 2017.

If you have any questions or would like to discuss in more detail please contact Aaron Burton at Caltrans District 8 (909) 383-2841 or email at aaron.burton@dot.ca.gov.

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning

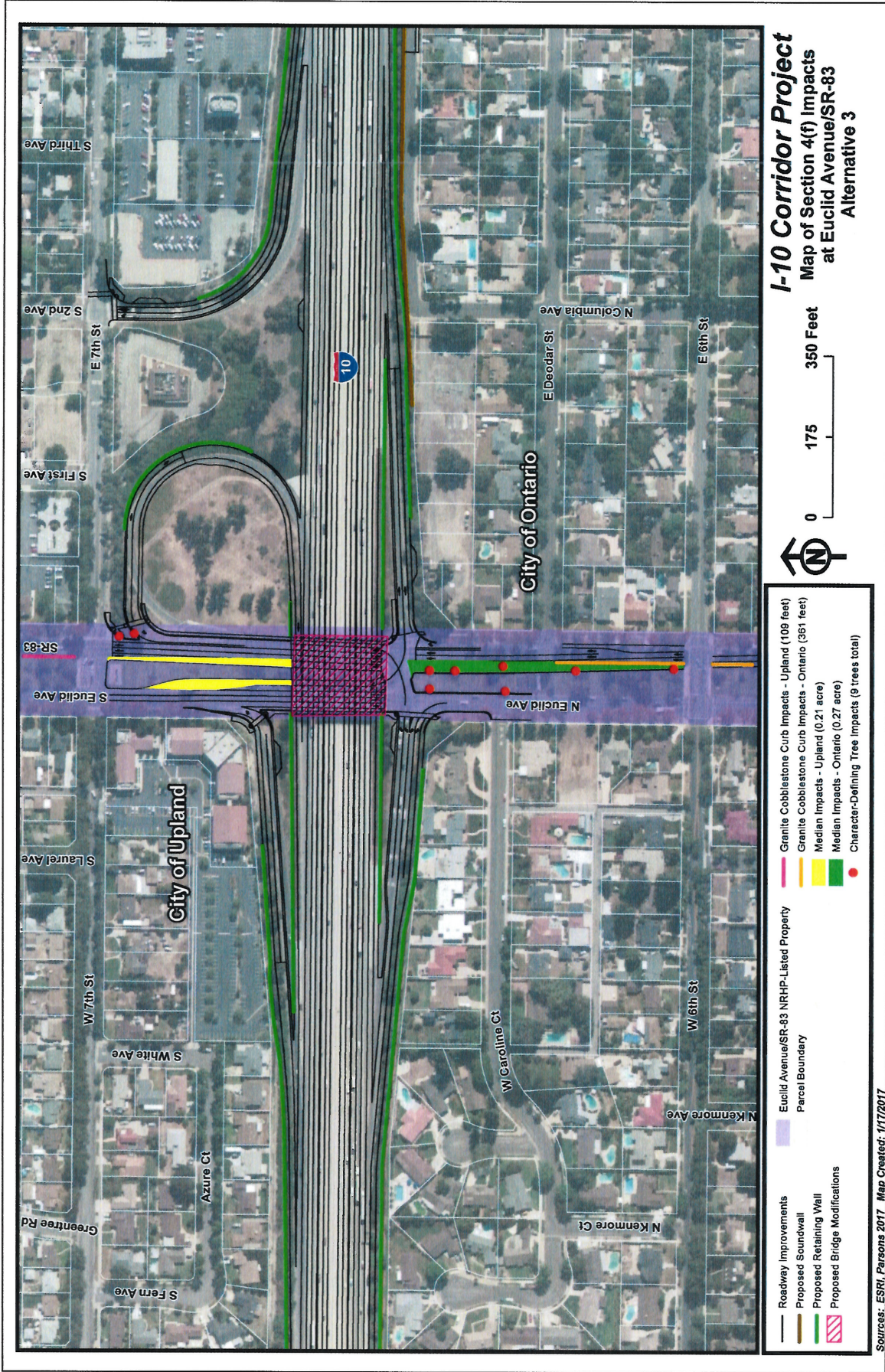


Figure 1: Location of Euclid Avenue/SR-83

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PUBLIC WORKS DEPARTMENT
1370 North Benson Avenue
Upland, California 91786-0460
Telephone (909) 291-2930
Facsimile (909) 291-2974

April 3, 2017

David Bricker, Deputy District Director
Department of Transportation
District 8, Division of Environmental Planning
464 West 4th Street
San Bernardino, CA. 92401

Subject: I-10 Corridor Project Section 4(f) Evaluation Relating to Euclid/State Route 83

The city of Upland appreciates the opportunity to participate in the Section 4(f) concurrence process. The city of Upland understands that California Department of Transportation (Caltrans) District 8 and San Bernardino County Transportation Authority (SBCTA) are proposing to improve the existing Interstate 10 (I-10) with the I-10 Corridor Project

Caltrans determines that the *de minimis* finding is appropriate and would be maintained with regards to the potential impacts to Euclid Avenue/State Route 83 (SR-83) on the activities, features, and attributes that qualify Euclid Avenue/SR-83 eligible for protection under Section 4(f).

My signature below represents written concurrence on the *de minimis* finding that the I-10 Corridor Project would not adversely affect the activities, features, and attributes that qualify Euclid Avenue/SR-83 for protection under Section 4(f) with Avoidance, Minimization, and/or Mitigation Measures as stated in Section 3.1.8 of the Draft EIS/EIR prepared for the project. The public has been afforded an opportunity to review and comment on the effects of the I-10 Corridor Project on the protected activities, features, and attributes of the Section 4(f) resource.

Should you have any questions regarding this notification, please contact me at (909) 291-2931.

Sincerely,

A handwritten signature in cursive script that reads "Rosemary Hoerning".

Rosemary Hoerning, PE, PLS, MPA
Public Works Director/City Engineer

DEPARTMENT OF TRANSPORTATION

DISTRICT 8, Division of Environmental Planning
464 West 4th Street
San Bernardino, CA 92401
Phone (909) 388-7725
TTY 771
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March 30, 2017

Scott Murphy
Planning Director
City of Ontario
303 East "B" Street
Ontario, CA 91764

Re: I-10 Corridor Project Section 4(f) Evaluation Relating to Euclid/State Route 83

Dear Mr. Murphy:

The California Department of Transportation (Caltrans), as the lead agency, in cooperation with the San Bernardino County Transportation Authority (SBCTA), formerly known as San Bernardino Associated Governments (SANBAG), is in the process of producing a joint Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Interstate 10 (I-10) Corridor Project extending from approximately 0.4 mile west of White Avenue in the city of Pomona at LA Post Mile (PM) 44.9 to Live Oak Canyon Road in the city of Yucaipa at SBd PM R37.0.

The Draft EIR/EIS for the I-10 Corridor Project was circulated for a 50-day review period from April 25, 2016 to June 13, 2016. Based on the comments received on the Draft EIR/EIS and public input, Caltrans has identified Alternative 3 (Two Express Lanes in Each Direction) as the Preferred Alternative.

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

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

1. There is no prudent and feasible alternative to using that land; and
2. 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."

Responsibilities for compliance with Section 4(f) have been assigned to Caltrans pursuant to the NEPA Assignment (23 USC 327).

Euclid Avenue/State Route 83 (SR-83) is a State owned National Register of Historic Places (NRHP) listed property located in the cities of Ontario and Upland and is considered a Section 4(f) resource:

- Euclid Avenue/SR-83 is an 8.4-mile long section of the linear Euclid Avenue (part of California SR83) that spans from 24th Street in Upland, at the foothills of Mount Baldy to Philadelphia Street in Ontario. Euclid Avenue/SR-83 crosses over the I-10 freeway in the city of Ontario.
- Euclid Avenue was listed in the NRHP as a single resource under NRHP Criterion A for its community planning and development significance and under Criterion C for its landscape architecture significance. The NRHP-listed property boundary consists of the 200-foot-wide public right-of-way of Euclid Avenue.
- Contributing landscape features include California pepper trees (*Schinus molle*), silk oak trees (*Grevillea robusta*), and other mature vegetation such as southern magnolia (*Magnolia grandiflora*). Non-contributing features include the bridge which crosses I-10 (Caltrans Bridge No. 54 0445) and other modifications to the historic property which resulted from the construction of this bridge such as modern sidewalks and curbs.

Direct Use

Alternative 3 would construct improvements to Euclid Avenue between 7th Street in Upland and the vicinity of 6th Street in Ontario, and it would replace the Freeway Interchange Bridge (Bridge No. 54 0445) (see Figure 1). Most of the project improvements on Euclid Avenue would occur between 7th Street and the vicinity of Caroline Court, which is an area that was previously modified from its historic condition on several occasions due to its proximity to I-10. This section is generally not considered a contributing segment of the historic property because very little historic fabric remains.

The Freeway Interchange Bridge was constructed when I-10 was constructed in the 1950s to carry Euclid Avenue over the new freeway. The bridge was reconstructed in 1970. The Freeway Interchange Bridge was not identified as a character-defining feature of the historic property (Caltrans, 2000) and is listed as a Category 5, “Not NRHP eligible” in the Caltrans historic bridge inventory; therefore, replacement of this bridge would not result in an adverse effect to the historic property.

Under Alternative 3, the medians located between 7th Street and Caroline Court would be altered by further reducing their width. Alternative 3 would require approximately 0.48 acre of permanent impacts to medians (0.21 acre of median impacts in Upland and 0.27 acre of median impacts in Ontario). These medians have previously been substantially altered and were not previously identified to be character-defining features of this historic property. Recognizing that change is expected on a principal arterial highway in an urban setting, the overall historic character, driving experience, and integrity would not be diminished. Minimal alteration to the medians would allow the historic property to continue to be used for its historic purpose, which is that of an arterial

roadway. Additionally, the existing landscaping would be retained or replaced in-kind to the extent feasible. Therefore, the proposed modification of the medians would not adversely affect the physical features within the property's setting that contribute to its historic significance.

The proposed project would improve vehicular circulation patterns, which would improve any potential visual, atmospheric, or audible elements that may result from queuing traffic and is considered a benefit.

Because Alternative 3 has the potential to adversely affect Euclid Avenue, which is a resource listed in the NRHP, four design options were developed to facilitate traffic flow and reduce historic preservation concerns. Several design options were developed to minimize potential impacts to the remaining historic features along Euclid Avenue. A total of four options were developed and presented to the City of Ontario for review. Based on several meetings with City staff, Options 1 through 3 were eliminated from further consideration. Option 4 requires a small portion of historic cobblestone curb to be removed on the east side of the Euclid Avenue median. Option 4 would require removal of approximately 470 linear feet of historic cobblestone curb (109 feet in Upland, located north of 7th Street; and 361 feet in Ontario, located south of E. Deodar Street). For the same reasons discussed above for the replacement structure and medians, removal of the historic curb would not result in an adverse effect; the curbs would be replaced in-kind as part of the project. Therefore, impacts to the historic stone curbs would not result in an adverse effect.

Construction of Alternative 3 would result in the removal of 26 trees, nine of which are character-defining features of the historic property. The current total number of contributing trees within the historic property is unknown, but it is assumed to be almost 2,100. Removal of nine trees could be considered physical destruction to part of the property; however, compared to the totality of the extant of this character-defining feature, removal of such a small number of trees should not be considered as rising to the level of being considered adverse. In addition, all trees to be removed from the Euclid Avenue parkway and median would be replaced within the parkway or median. Therefore, impacts to character defining trees would not be considered adverse.

In summary, Alternative 3 would construct improvements to a small segment of historic Euclid Avenue between 7th Street in Upland and in the vicinity of 6th Street in Ontario. Alternative 3 would require permanent impacts consisting of approximately 0.48 acre of impacts to the median, 470 linear feet of impacts to the historic cobblestone curb, and the removal of nine character-defining trees. The total area of permanent impacts represents approximately 0.2 percent of the site's pre-project acreage. The project impacts to the segment of Euclid Avenue are relatively minor compared to the totality of the more than 8-mile-long historic Euclid Avenue. Adverse impacts would be avoided by replacing character-defining features (i.e., stone curbs and trees) in-kind and ensuring that overall continuity of the Euclid Avenue corridor would be maintained; therefore, a *de minimis* finding is proposed.

Temporary Use

Temporary construction easements along Euclid Avenue would not be required. Euclid Avenue/SR-83 would remain open to vehicular traffic during construction of Alternative 3; however, in order to allow for the flow of vehicular traffic, construction staging would occur in three phases:

Stage 1

- Remove the southern end of the median located between I-10 and 7th Street;
- Remove the northern end of the median located between I-10 and 6th Street;
- Repair bridge deck as needed;
- Restripe and shift NB traffic to the median and west side of Freeway Interchange Bridge; and
- Remove eastern portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing.

Stage 2

- Adjust pavement to provide smooth transition between existing grade and slightly higher profile of new bridge;
- Restripe and shift traffic to the median and east side of Freeway Interchange Bridge; and
- Remove western portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing.

Stage 3

- Restripe and shift traffic to new bridge; and
- Remove middle portion of existing bridge and construct portion of the new Euclid Avenue Overcrossing.

A Draft Traffic Management Plan (TMP) for the project has been prepared and was designed to minimize traffic delays that may result from lane restrictions or closures during construction operations. Temporary construction associated with the proposed project improvements would not adversely affect the historic property.

De Minimis Impact Finding Determination

Since the public scoping period, Caltrans has continued to coordinate with the City of Ontario to consult on project impacts to Euclid Avenue/SR-83. Meetings and further correspondence between Caltrans and the City of Ontario occurred during public review of the Draft EIR/EIS.

A focus meeting with representatives of the City of Ontario, SBCTA, Caltrans, and relevant project consultants was held on April 17, 2014. The purpose of this focus meeting was to present the project to the City of Ontario and discuss the City's concerns related to Euclid Avenue.

An email response from you was received on June 11, 2014, and indicated Option 4 of Alternative 3 is the City of Ontario's preferred design option for Euclid Avenue.

A letter dated July 29, 2014, was received from Ms. Cathy Wahlstrom, City of Ontario Principal Planner. Ms. Wahlstrom identified the significance and character-defining features of Euclid Avenue and provided measures for impacts to Euclid Avenue.

Similar to the coordination efforts that have been conducted with the City of Ontario, a focus meeting was also held with the City of Upland on May 6, 2014. A letter dated June 17, 2014, was received from Mr. Jeff Zwack, Development Services Director for the City of Upland. Mr. Zwack also identified the significance and character-defining features of Euclid Avenue and provided measures for impacts to Euclid Avenue.

It is expected that the I-10 Corridor Project would result in *de minimis* impacts to Euclid Avenue/SR-83 under Section 4(f) because the activities, features and attributes of these resources would not be adversely affected as discussed above. Therefore, Caltrans is requesting the City of Ontario's concurrence with this *de minimis* impact finding determination, as required under Section 4(f) in 23 CFR 774. For your convenience, a signature block is provided as an attachment to this letter. Your concurrence is needed to maintain the schedule of the project. Please provide concurrence on or before February 28, 2017.

If you have any questions or would like to discuss in more detail please contact Aaron Burton at Caltrans District 8 (909) 383-2841 or email at aaron.burton@dot.ca.gov.

Sincerely,



DAVID BRICKER
Deputy District Director
Environmental Planning

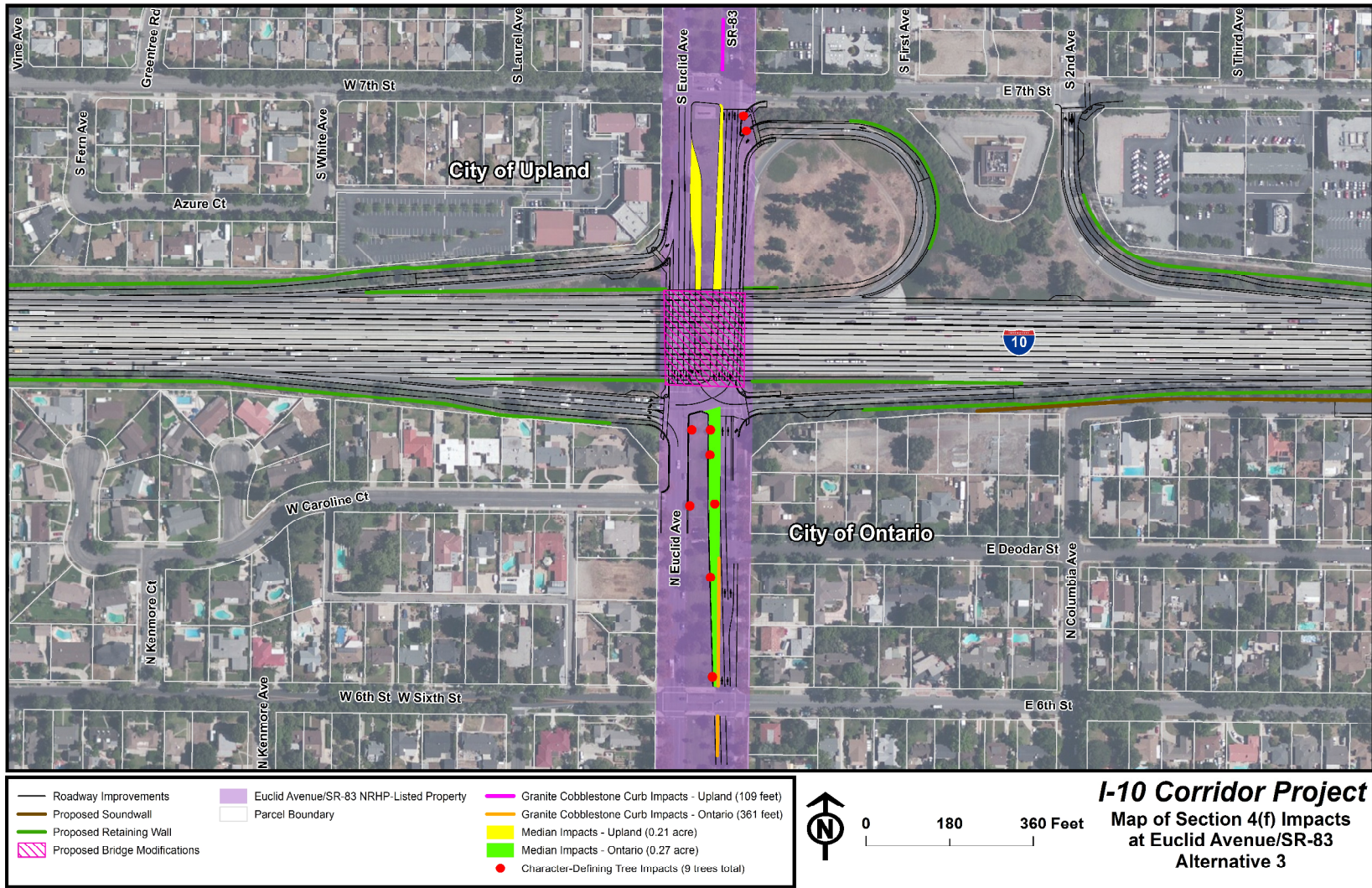


Figure 1: Location of Euclid Avenue/SR-83

“Caltrans improves mobility across California”

The city of Ontario appreciates the opportunity to participate in the Section 4(f) concurrence process. The city of Ontario understands that California Department of Transportation (Caltrans) District 8 and San Bernardino County Transportation Agency (SBCTA) are proposing to improve the existing Interstate 10 (I-10) with the I-10 Corridor Project

Caltrans determines that the *de minimis* finding is appropriate and would be maintained with regards to the potential impacts to Euclid Avenue/SR-83 on the activities, features, and attributes that qualify Euclid Avenue/SR-83 eligible for protection under Section 4(f).

My signature below represents written concurrence on the *de minimis* finding that the I-10 Corridor Project would not adversely affect the activities, features, and attributes that qualify Euclid Avenue/SR-83 for protection under Section 4(f) with Avoidance, Minimization, and/or Mitigation Measures as stated in Section 3.1.8 of the Draft EIS/EIR prepared for the project. The public has been afforded an opportunity to review and comment on the effects of the I-10 Corridor Project on the protected activities, features, and attributes of the Section 4(f) resource.



Scott Murphy
Planning Director
City of Ontario
303 East "B" Street
Ontario, CA 91764

3.31.17

Date

