

# OC Connect

## Section 4(f) Analysis and Determination

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Prepared for



Prepared by





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## List of Abbreviations

|            |  |
|------------|--|
| ADA        | Americans with Disabilities Act                            |
| APE        | area of potential effects                                  |
| BMP        | best management practice                                   |
| Caltrans   | California Department of Transportation                    |
| CFR        | Code of Federal Regulations                                |
| CIDH       | cast in drilled hole                                       |
| CRHR       | California Register of Historic Resources                  |
| EGGWC      | East Garden Grove-Wintersburg Channel                      |
| FNAE-No SC | Finding of No Adverse Effect (Without Standard Conditions) |
| GGUSD      | Garden Grove Unified School District                       |
| GIS        | Geographic Information System                              |
| HPSR       | Historic Property Survey Report                            |
| HRER       | Historic Resource Evaluation Report                        |
| NRHP       | National Register of Historic Places                       |
| OC         | Orange County  |
| OCFCD      | Orange County Flood Control District                       |
| OCTA       | Orange County Transportation Authority                     |
| PQS        | Professionally Qualified Staff                             |
| PE         | Pacific Electric   |
| ROW        | right-of-way   |
| SAUSD      | Santa Ana Unified School District                          |

*List of Abbreviations*

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|      |                                    |
|------|------------------------------------|
| SHPO | State Historic Preservation Office |
| TCE  | temporary construction easement    |
| TMP  | Traffic Management Plan            |
| USC  | United States Code                 |

# Chapter 1 Introduction

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This document discusses *de minimis* impact determinations for the Orange County (OC) Connect Project (Project) under Section 4(f) of the Department of Transportation Act of 1966, as amended (49 United States Code [USC] 303). Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amended Section 4(f) legislation at 23 USC 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. The Federal Highway Administration's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

This document also analyzes temporary occupancy of Section 4(f) resources. Temporary occupancy is given special consideration under Section 4(f); as described in Section 2.1, if specific conditions for use are met, Section 4(f) does not apply. One resource, as discussed in detail in Section 5.3, is considered a temporary occupancy by the Project.

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

The resources that have been determined to trigger the requirements for consideration of protection under Section 4(f) are discussed in Chapter 6.





## **Chapter 2 Section 4(f) Overview**

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Section 4(f) of the Department of Transportation Act of 1966 declares that "It is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) applies to "... publicly owned land of a public park, recreation areas or wildlife and waterfowl refuge, or land of an historic site of national, state, or local significance." Publicly owned land is considered to be a park, recreation area, or wildlife and waterfowl refuge when the land has been officially designated as such or when the federal, State, or local officials having jurisdiction over the land determine that one of its major purposes or functions is for park, recreation, or refuge purposes (Federal Highway Administration 2012).

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."

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

Resources protected under Section 4(f) include:

- Publicly owned public parks, recreational areas, or wildlife or waterfowl refuges

- Historic sites on or eligible for the National Register of Historic Places (NRHP) and archaeological sites on or eligible for the NRHP and which warrant preservation in place as determined by Caltrans and the official(s) with jurisdiction.

When a project is adjacent to or on a Section 4(f) property, potential impacts must be evaluated by type of use. Types of use under Section 4(f) are described below.

## 2.1 Section 4(f) Use Definitions

Use of a property protected under Section 4(f) can be actual, constructive, or temporary:

1. *Actual use* of Section 4(f) lands includes permanent incorporation of such lands into a transportation facility. This may occur as a result of full or partial acquisition or a permanent easement.
2. *Constructive use* occurs when the project's proximity to a Section 4(f) resource results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.
3. *Temporary occupancy* of a Section 4(f) resource is given special consideration, and Section 4(f) will not apply if all the following conditions are met:
  - Duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
  - Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;
  - There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;
  - The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and
  - There must be documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.

## 2.2 *De Minimis* Impact Determinations

As described above, if a project's use of a Section 4(f) property results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. *De minimis* impact is defined in 23 CFR 774.17 as follows:

- For parks, recreational areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).
- For historical sites, *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, no historical property is affected by the project or the project would have “no adverse effect” on the property in question. The SHPO and Advisory Council on Historic Preservation, if involved, must be notified that Caltrans intends to enter a *de minimis* determination for properties where the project results in “no adverse effect.”
- The officials with jurisdiction must concur in writing with a *de minimis* determination. For recreational or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the SHPO is required.



## Chapter 3 Project Description

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The proposed Project would consist of a Class I shared use path for pedestrians and bicyclists that would span approximately 3.1 miles of Orange County Transportation Authority (OCTA)-owned former Pacific Electric right-of-way (PE ROW) from Euclid Street in Garden Grove to Raitt Street in Santa Ana, and an additional approximately 0.85-mile spur along County of Orange-owned East Garden Grove-Wintersburg Channel (EGGWC) from the former PE ROW in Garden Grove south to the intersection of Hazard Avenue and Newhope Street in Santa Ana (Project Study Area is shown in Figure 3-1). The path would have up to 16 different entry points providing access to affordable transit, including the 66-mile Class I OC Loop, the Santa Ana River Regional Transportation Center, the future OC Streetcar, as well as multiple bus stops.

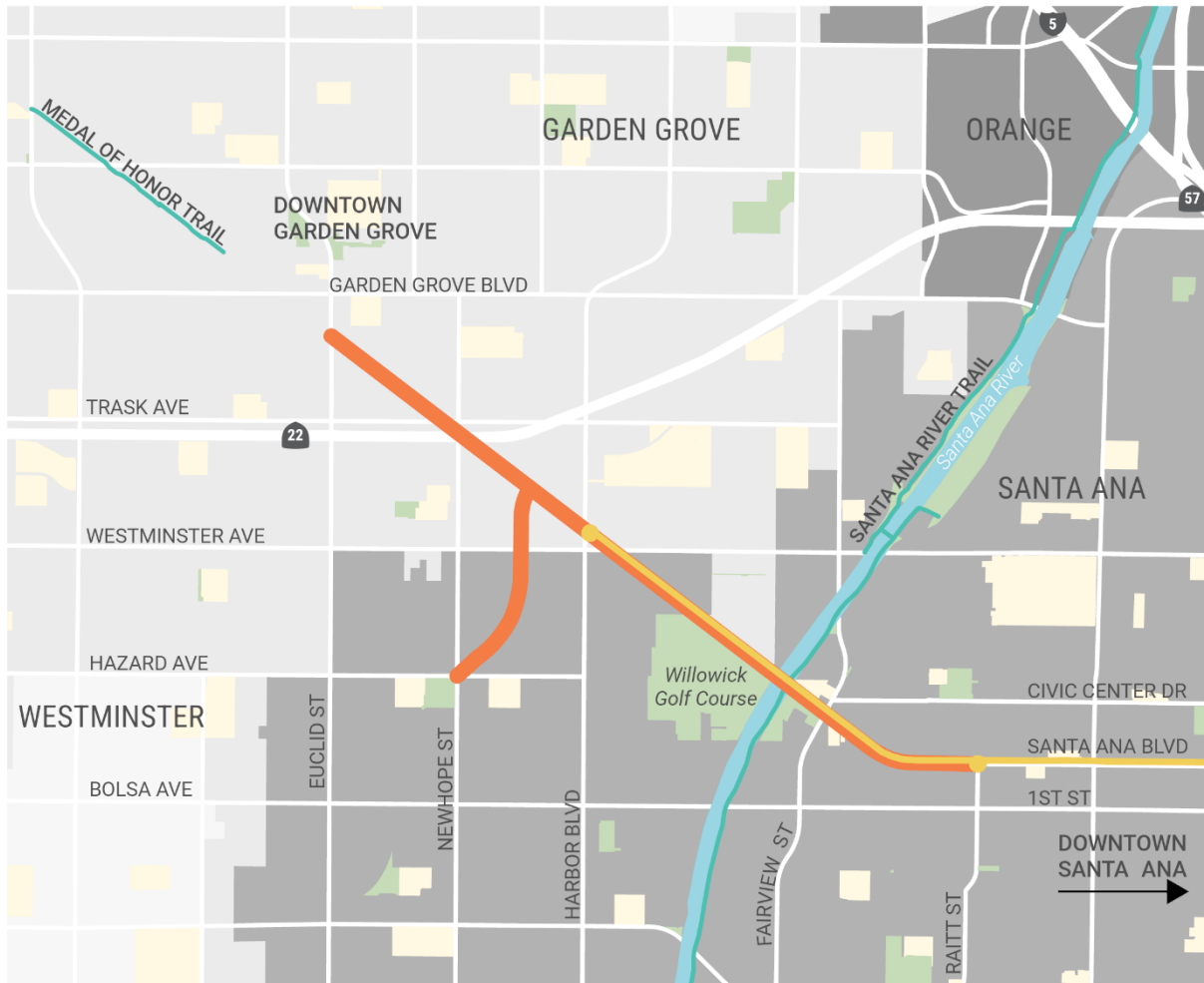
The proposed Project would also include creative reuse for the former PE ROW/Santa Ana River Bridge across the Santa Ana River, which was reaffirmed in 2001 to be eligible for inclusion on the NRHP. The new path would travel parallel to the OC Streetcar between Raitt Street and Harbor Boulevard.

The proposed Project proposes to construct a shared use path connection for pedestrians and bicyclists along the existing maintenance access road within the EGGWC, which is owned by the Orange County Flood Control District (OCFCD). This would create a connection between the former PE ROW and the Class IV separated bikeway running along Hazard Avenue while further developing the regional bikeway network by linking the Hazard Avenue Class IV separated bikeway to the former PE ROW and Santa Ana River Trail.

The proposed Project would comply with Caltrans Class I bikeway design and Americans with Disabilities Act (ADA) requirements and include the following facilities/amenities throughout the corridor, where feasible:

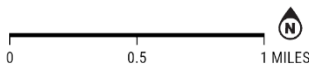
- Installation of fencing between the shared use path and adjacent private properties to minimize trespass where existing walls or vegetated buffers are not sufficient.
- Removal of existing landscaping and installation of new landscaping, including drought-tolerant and native plants, new trees, replacement plantings, and irrigation would be installed where appropriate.
- Pedestrian-scale lighting along the shared use path.

- New and relocated utilities including electrical, communications, water, gas, and fiber optic lines.
- Trail amenities, such as trailheads, drinking fountains, bike repair stations, warning signage, interpretive signage, wayfinding signage, regulatory signage, public art, and benches.



**LEGEND**

- OC Connect Project Study Area
- Existing Trails and Paths
- OC Streetcar and Stops
- Parks
- Schools



**Figure 3-1**

Project Study Area  
 OC Connect Project  
 Orange County Transportation Authority (OCTA)  
 Cities of Santa Ana and Garden Grove, California

### 3.1 Purpose and Need

The purpose of this Project is to build active transportation infrastructure for the local communities (cities of Garden Grove and Santa Ana) and the region by:

- Increasing local and regional active transportation connectivity by closing the active transportation gap between the City of Santa Ana, the Santa Ana River Trail, and the City of Garden Grove.
- Providing an equitable, accessible, sustainable, and convenient first and last mile transit connectivity with an improved active transportation network.

The Project is needed to address the following deficiencies:

- There are limited reliable and direct active transportation options connecting residents from the cities of Santa Ana and Garden Grove to one another and to the regional bikeway network (Santa Ana River Trail).
- First and last mile active transportation connectivity to the OCTA Transit network is limited due to road network characteristics such as ROW constraints, high vehicular traffic speeds and volumes.

### 3.2 Proposed Alternatives

#### 3.2.1 No-Build (No-Action) Alternative

Under the No-Build Alternative, the undeveloped former PE ROW and EGGWC would remain unchanged with no planned development of recreation or other uses. Current lease agreements for OCTA properties within the former PE ROW may remain in place. None of the Project components described under the Build Alternative would be constructed.

#### 3.2.2 Build Alternative

This section describes the Build Alternative that was developed to meet the Project purpose and need while minimizing environmental impacts. The Build Alternative would be implemented in different locations along the Project corridor. These locations and the associated Build Alternative improvements are described in the following subsections.

##### 3.2.2.1 FORMER PACIFIC ELECTRIC RIGHT-OF-WAY (PE ROW)

Within the former PE ROW, the Build Alternative would construct a dedicated two-way off-street shared use path connecting to the countywide OC Loop bikeway, including the existing Class I Santa Ana River Trail. This path would be paved by either concrete or

asphalt with a width of up to 20 feet. Unpaved areas adjacent to the new path would contain a mix of new landscaping and decomposed granite, and where space allows, a parallel unpaved walking path. Trail amenities, such as trailheads, drinking fountains, bike repair stations, warning signage, interpretive signage, wayfinding signage, regulatory signage, public art, and benches, would also be constructed within the former PE ROW.

**3.2.2.2 LOCAL STREET IMPROVEMENTS**

The shared use path would cross 13 local streets where improvements would be required to continue the active transportation corridor. These local street improvements consist of intersection at-grade crossings, midblock crosswalks, and signing/stripping improvements, as summarized in Table 3-1. Each crossing would include warning and wayfinding signage, signal controls, street and security lighting, and bollards or concrete barriers. Existing street curbs and ramps impacted by the path would be reconstructed as needed to implement the intersection and midblock crossings.

**Table 3-1. Local Street Improvements**

| Street Crossing  | Street Access Locations   | Facility  | Improvements  |
|--|---------------------------|---|---|
| <b>Mainline Corridor Street Crossings (Along Former PE ROW Corridor)</b> | Paloma Avenue             | Two-lane local street with on-street parking, without bike lanes      | At-grade mid-block crossing                               |
| Mainline Corridor Street Crossings (Along Former PE ROW Corridor)        | Trask Avenue              | Four-lane arterial with two-way left turn lane and bike lanes         | At-grade mid-block crossing                               |
| Mainline Corridor Street Crossings (Along Former PE ROW Corridor)        | Newhope Street            | Four-lane arterial with dedicated NB/EB left turn lane and bike lanes | At-grade mid-block crossing                               |
| Mainline Corridor Street Crossings (Along Former PE ROW Corridor)        | Harbor Boulevard          | Six-lane divided arterial without bike lanes                          | At-grade mid-block crossing                               |
| Mainline Corridor Street Crossings (Along Former PE ROW Corridor)        | Westminster Avenue        | Six-lane divided arterial with bike lanes                             | At-grade mid-block crossing                               |
| Mainline Corridor Street Crossings (Along Former PE ROW Corridor)        | N. Fairview Street        | Six-lane divided arterial without bike lanes                          | At-grade crossing adjacent to the streetcar rail crossing |
| Mainline Corridor Street Crossings (Along Former PE ROW Corridor)        | W. 5 <sup>th</sup> Street | Two-lane local street without parking or bike lanes                   | At-grade crossing adjacent to the streetcar rail crossing |
| Mainline Corridor Street Crossings (Along Former PE ROW Corridor)        | Raitt Street              | Two-lane local street with parking, without bike lanes                | At-grade crossing adjacent to the streetcar rail crossing |



| Street Crossing   | Street Access Locations                       | Facility  | Improvements   |
|---|---|---|--|
| <b>Spur Connector Street Crossings (Along the East Garden Grove-Wintersburg Channel Corridor)</b> | Westminster Avenue                            | Six-lane divided arterial with dedicated EB/NB left turn lane, without bike lanes | At-grade mid-block crossing  |
| Spur Connector Street Crossings (Along the East Garden Grove-Wintersburg Channel Corridor)        | Morningside Avenue                            | Two-lane local street with parking, without bike lanes                            | At-grade mid-block crossing  |
| Spur Connector Street Crossings (Along the East Garden Grove-Wintersburg Channel Corridor)        | Fay Circle                                    | Two-lane local street with parking, without bike lanes                            | At-grade mid-block crossing  |
| Spur Connector Street Crossings (Along the East Garden Grove-Wintersburg Channel Corridor)        | Hazard Avenue and Newhope Street intersection | Arterial intersection   | At-grade connection to existing Hazard Avenue Class IV separated bikeway |

Design options would be considered if physical constraints in an area affect implementation of the shared use path. There are four locations where potential design options are being considered. The design options would include installation of pavement markings on local roads to delineate a bike route connecting to the main path. New signage, signal controls, and curb and/or median reconstruction would be constructed to support these new pavement markings.

At the intersection of Hazard Avenue and Newhope Street, intersection improvements are proposed to connect the path to Rosita Elementary School and Salgado Community Center in the City of Santa Ana. Intersection improvements may include curb modifications including curb extensions and ramp alterations, asphalt concrete pavement reconstruction, and traffic signal work including new traffic signals and street light standards.

Additional access points in residential neighborhoods are also proposed to increase community connectivity to the path. These access points would involve new openings to existing block walls and secured with gate doors.

All local street improvements described in this section would be designed in compliance with the ADA. Locations and additional details for these local street improvements are summarized in Table 3-2, and local access points with proposed gated access are summarized in Table 3-3.

**Table 3-2. Design Options**

| Corridor   | Location  | Facility                                     | Improvements   |
|--|---|--|--|
| <b>Mainline Corridor<br/>(Along Former PE ROW)</b>                                   | Trask Avenue and Newhope Street                                   | Arterial intersection                        | At-grade connection to adjacent streets. Signing/Striping improvements to direct path users through the intersection. Other intersection improvements may include curb and signal improvements and utility modifications.  |
| Mainline Corridor<br>(Along Former PE ROW)   | Harbor Boulevard and Westminster Avenue                           | Arterial intersection                        | At-grade connection to adjacent streets. Signing/Striping improvements to direct path users through the intersection. Other intersection improvements may include curb and signal improvements, and utility modifications. |
| Mainline Corridor<br>(Along Former PE ROW)   | Fairview Street Extension to Civic Center Drive                   | Six-lane divided arterial without bike lanes | Provide new bike lane striping to connect to proposed Civic Center Drive improvements project (by City of Santa Ana).  |
| Mainline Corridor<br>(Along Former PE ROW)   | Alternative Santa Ana River Crossing at W. 5 <sup>th</sup> Street | Four-lane street without bike lanes          | Provide new paved path along Santa Ana River maintenance access roads. Provide new bike lane along W. 5 <sup>th</sup> Street.  |
| <b>Spur Connector<br/>(Along the East Garden Grove-Wintersburg Channel Corridor)</b> | Hazard Avenue and Newhope Street intersection                     | Arterial intersection                        | At-grade connection to adjacent streets. Signing/Striping improvements to direct path users onto the Project. Other intersection improvements may include curb and signal improvements, and utility modifications.         |

**Table 3-3. Additional Local Access Points**

| Street Access Locations  | Facility   | Improvements |
|--|--|--------------|
| Nina Place<br>North of former PE ROW                                 | Existing street cul-de-sac adjacent the former PE ROW. | Gated access |
| Boyer Avenue<br>At N. Gunther Place                                  | Publicly owned corridor                                | Gated access |
| W. 5 <sup>th</sup> Street<br>Between Hawley Street and Sunset Street | Publicly owned corridor                                | Gated access |

### **3.2.2.3 EAST GARDEN GROVE-WINTERSBURG CHANNEL TRAIL**

Between the intersection of Newhope Street and Hazard Avenue and south of the former PE ROW and OCTA Garden Grove Bus Base, the Build Alternative would construct a spur path that would continue south along the EGGWC through the City of Garden Grove into the City of Santa Ana. This path extension would reconfigure the maintenance access road adjacent to the flood control channel to a top-of-bank paved shared use path. To minimize trespassing into the flood channel, railings and retaining walls would be installed along the path and away from the active flood channel. An existing shared driveway located at Westminster Avenue, currently used for access to the flood channel and nearby businesses, would be altered to accommodate the path.

### **3.2.2.4 HAZARD AVENUE CLASS IV SEPARATED BIKEWAY CONNECTION**

At the southern end of the EGGWC Route, the path would connect to the Hazard Avenue Class IV separated bikeway. The Hazard Avenue Class IV Separated Bikeway Connection would consist of pavement markings and curb modifications to connect with the existing east-west bikeway.

### **3.2.2.5 FORMER PE ROW/SANTA ANA RIVER BRIDGE**

The NRHP-eligible former PE ROW/Santa Ana River Bridge is located north of the 5<sup>th</sup> Street Bridge. This bridge would be retrofitted to construct the path.

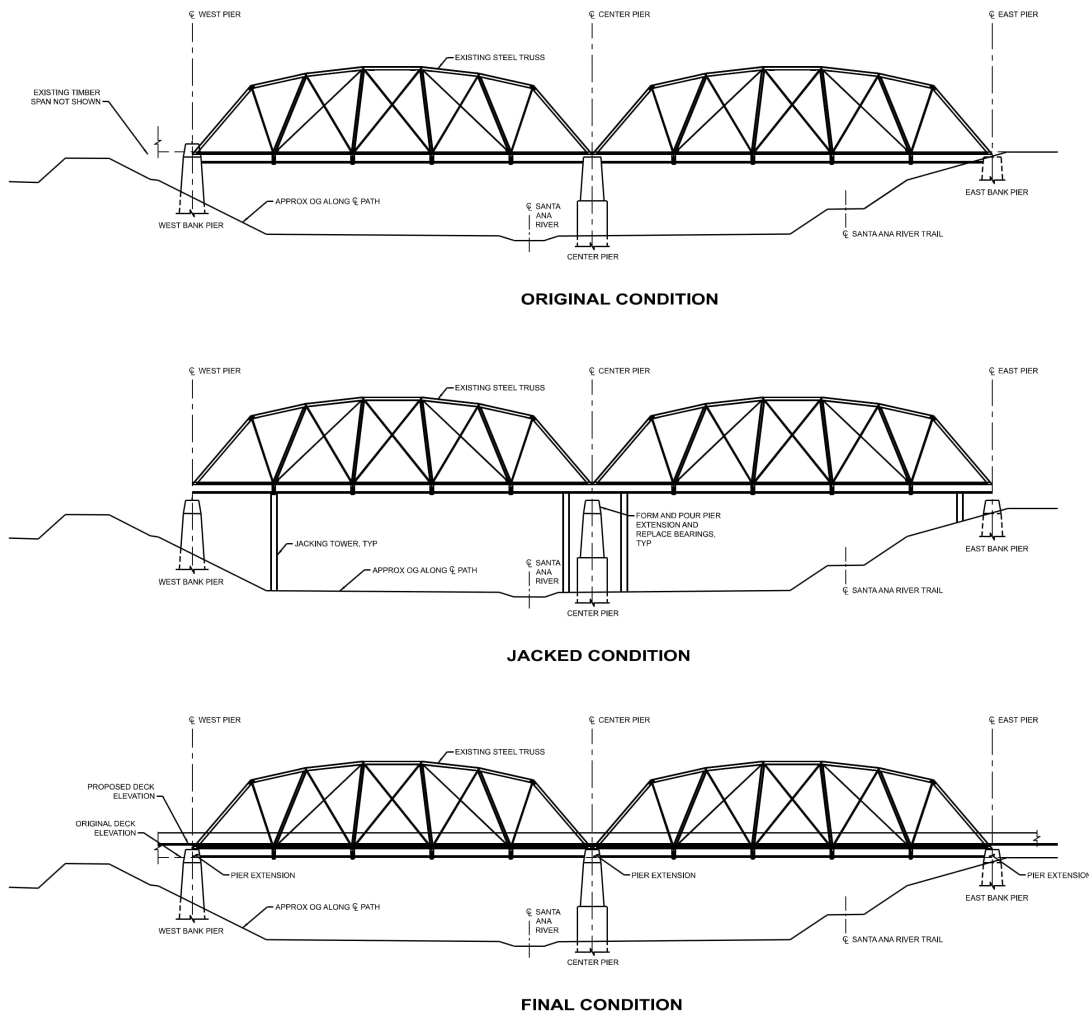
The Build Alternative improvements to this bridge would include:

- Removal of the existing timber deck consisting of rail ties and timber structural components.
- Replacement and extension by approximately 75 feet of approach span, at the west bank of the Santa Ana River, consisting of a new bridge span, retaining walls, and substructure. This new bridge span will cross over an existing maintenance road and connect with the former PE ROW/Santa Ana River Bridge. The remaining support columns of the existing approach span would remain in place and be abandoned from use.
- Lifting the former PE ROW/Santa Ana River Bridge superstructure with jacks approximately 4.5 feet in height to accommodate clearance for the maintenance access road.
- Extending the top of the existing concrete piers to accommodate the new bridge deck and lifting of existing steel trusses.

- Replacing bridge bearings at all existing piers.
- Cleaning and painting of the existing structural steel surfaces. There would be no modifications to the existing steel truss of the bridge.
- Installing a new 12- to 14-foot-wide bridge deck consisting of timber, synthetic wood, light weight concrete, steel mesh, or orthotropic steel.
- Installing a railing system compliant with bicycle and structural design standards and compatible with the bridge's historic character and corridor aesthetic plan.
- Replacing existing square steel top bracing members (1.125-inch square) where required to meet current American Association of State Highway and Transportation Officials (AASHTO) bridge design standards.
- Installing asphalt pavement along the existing unpaved path connecting the Santa Ana River Trail with the OC Connect path east of the NRHP-eligible former PE ROW/Santa Ana River Bridge.
- Materials, color, and other aesthetic design treatments, for both the new bridge and the retrofit of the former PE ROW/Santa Ana River bridge, would be integrated into the Project design to the extent feasible. These aesthetic design treatments would minimize impacts by limiting new sources of light and glare that would affect the surrounding areas, and by ensuring bridge design is compatible with the historical character and the aesthetic quality of the existing built environment.

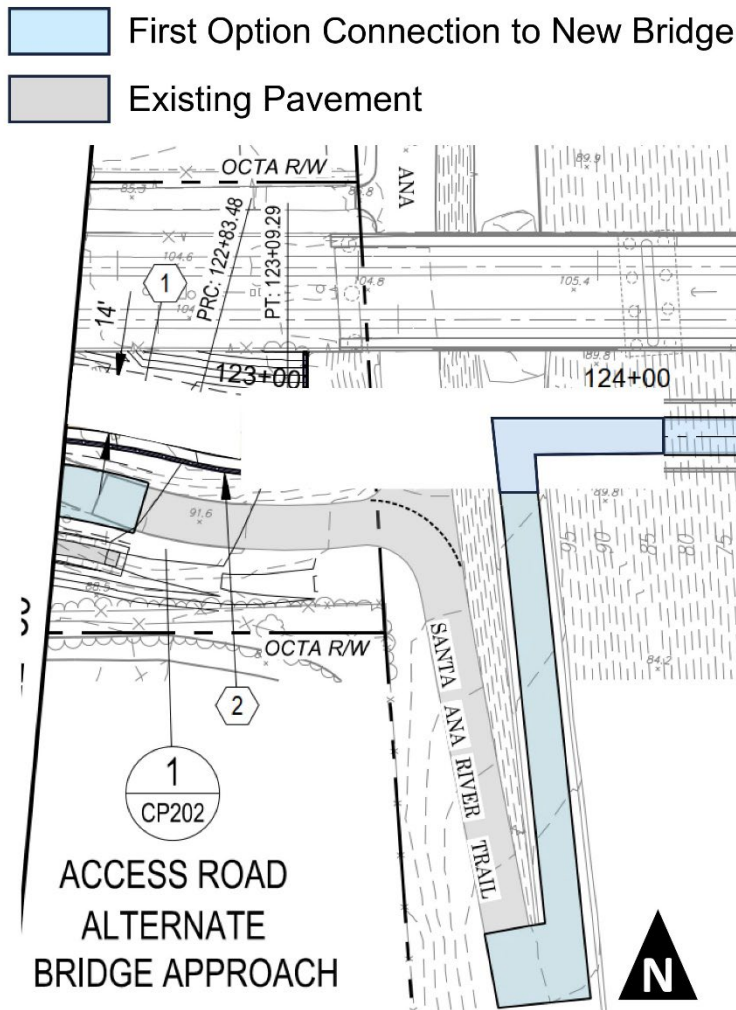
See Figure 3-2 for plans of the NRHP-eligible bridge in its original existing condition, jacked condition during construction, and final condition after construction.

The Build Alternative involves construction of a new bridge span and retaining walls over an existing maintenance road undercrossing, connecting with the raised former PE ROW/Santa Ana River Bridge. To maintain clearance over the existing maintenance road, the PE ROW bridge deck profile would be raised approximately 4.5 feet. This would be accomplished by lifting the bridge with jacking systems, and extending the existing bridge piers. During this work, the bridge bearings would also be replaced as part of necessary seismic retrofits. The new reinforced concrete bridge pier extensions would be constructed with similar shape and appearance to the existing bridge piers.



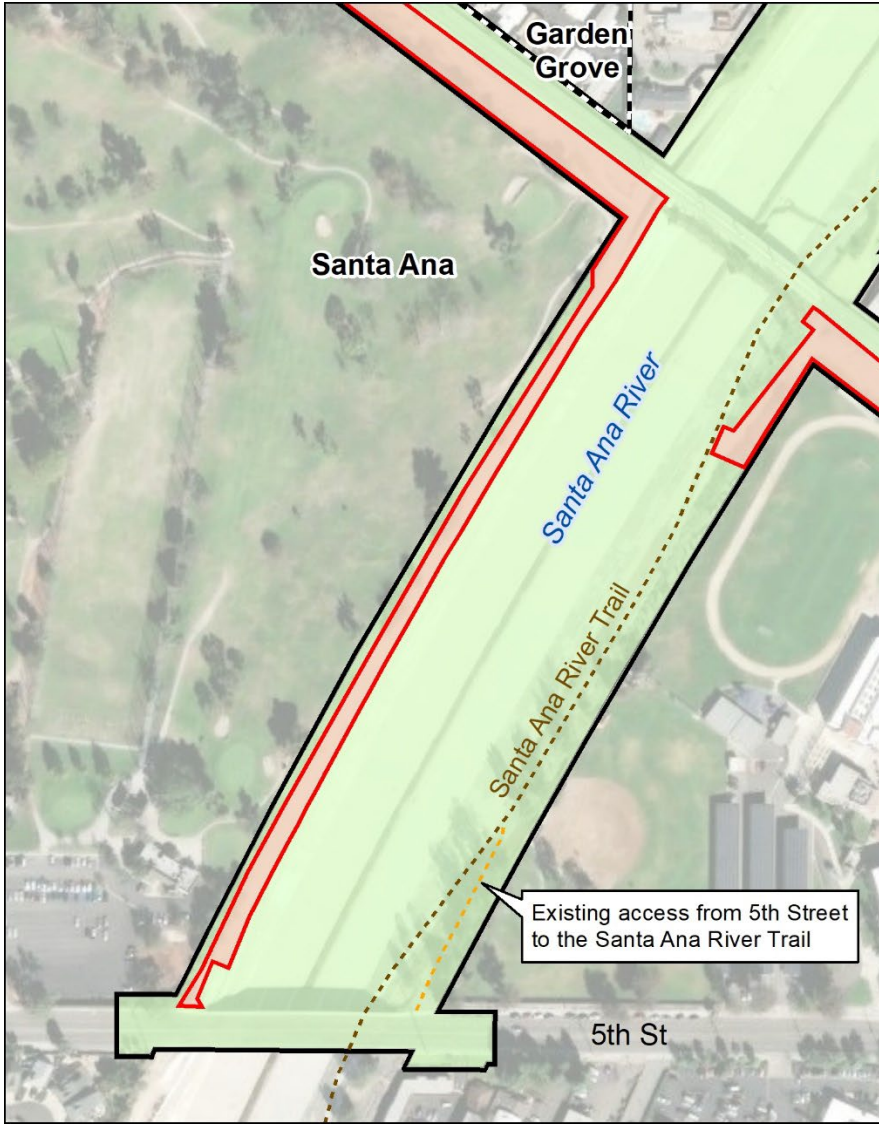
**Figure 3-2. Existing and Proposed Sections of Former PE ROW/Santa Ana River Bridge**

Should a new bridge span over the existing maintenance road be determined to be infeasible or cost-prohibitive, there are two other options for the path to cross the Santa Ana River and to remain continuous southeast of the NRHP-eligible former PE ROW/Santa Ana River Bridge. The first option would be to construct the path with lighting along an existing maintenance road and a sloped embankment in the west bank of the Santa Ana River. A switchback from the maintenance road to the embankment would be constructed to connect the new bridge to the former PE ROW/Santa Ana River Bridge. Unpaved portions of the maintenance road and the sloped embankment would be improved with asphalt pavement and protective railings, where needed. See Figure 3-3 for the first option of the proposed switchback connection to the new bridge.



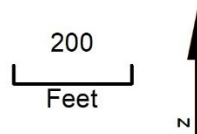
**Figure 3-3. First Option for Connection to Retrofit Bridge**

Should both the retrofit of the former PE ROW/Santa Ana River bridge and the new bridge over the maintenance road be determined to be infeasible, the second option would be to create a path along the existing unpaved maintenance road in the west riverbank area and cross the Santa Ana River using the 5<sup>th</sup> Street bridge to the south. Path users would walk or walk their bikes (or other non-motorized vehicles) along the sidewalk on the existing 5<sup>th</sup> Street bridge and then connect to the existing Santa Ana River Trail along the east riverbank. The northbound path on the Santa Ana River Trail would connect to a new asphalt pavement path up a slope toward the path along the former PE ROW route and east of the NRHP-eligible bridge. Two new light poles would be installed along this sloped path. See Figure 3-4 for the second option to cross the Santa Ana River using the 5<sup>th</sup> Street bridge.



**Legend**

-  Santa Ana River Trail
-  City Boundary
-  Project Footprint
-  Temporary Impact Area
-  Permanent Impact Area - Existing Unpaved Areas



**Figure 3-4. Second Option for River Crossing Using 5<sup>th</sup> Street Bridge**

### **3.2.2.6 TEMPORARY FOOTPRINT**

The temporary footprint comprises all areas where ground disturbances are anticipated within the existing rights-of-way, such as construction areas, access routes, proposed temporary construction easements (TCEs), and construction staging areas. TCEs are expected to require existing OCTA and Caltrans ROW adjacent to the Build Alternative alignment. Site preparation involves clearance of the site and preparing the Project footprint for construction. This generally involves clearing, grubbing, grading, and curb removal activities in support of the upcoming construction activities. Temporarily affected areas such as access routes, TCEs, and construction staging areas would be restored following completion of Project construction.

In addition, the OC Streetcar rail line, currently under construction as a separate and independent project, is included in the Project temporary footprint because Project construction activities might temporarily encroach on this area. The OC Streetcar would operate as light rail transit adjacent to the Project in the former PE ROW.

Construction of the Build Alternative would include site preparation and earthwork, including minor excavation and grading; TCEs; utility relocation and installation work; installation of signage, signal controls, lighting, and landscaping; pavement installation; removal and painting of pavement striping and pavement markings; and temporary traffic controls and road closures. Construction staging (the storage of materials and equipment) would also occur within the OCTA and Caltrans ROW adjacent to the former PE ROW and the EGGWC. Temporary staging may also occupy a portion of Caltrans ROW parallel to State Route (SR) 22 east of Newhope Street. OCTA would finalize construction staging area locations during the design phase of the Build Alternative. These areas would be carefully reviewed to ensure that the staging areas are sufficient and within the Build Alternative footprint.

All equipment would be removed at the end of construction and the channels would be restored to pre-existing conditions.

#### ***Santa Ana River***

No existing structures will be demolished over the Santa Ana River and proposed improvements to the NRHP-eligible former PE ROW/Santa Ana River Bridge would require removal and replacement of existing bearings. Site preparation would also include redirecting the Santa Ana River and EGGWC flows, as required, away from work zones. The construction site would be defined and fenced off, and construction access would be located within the temporary and permanent footprint. Construction may require trenching, excavation, drilling, and installation of temporary support structures and



foundations and supporting infrastructure. With the exception of pile depths, the expected depth for trail improvements, including retaining walls, is up to 6 feet.

Raising the existing former PE ROW/Santa Ana River Bridge structure would require accessing the Santa Ana River channel to install jacking systems under the bridge to raise both spans. Jacking systems would be installed without the need for channel lining demolition or grading equipment. Equipment would be brought to the site and set up beneath the former PE ROW/Santa Ana River Bridge. Access would be via an existing maintenance access ramp located 0.5 mile north of the former PE ROW/Santa Ana River Bridge, at North Fairview Street. The existing drainage flow pattern in the Santa Ana River would be retained to the extent feasible.

With the exception of the jacking systems, all equipment would be staged and maintained outside the Santa Ana River. Installation of these jacking structures beneath the former PE ROW/Santa Ana River Bridge may require cofferdams or diversion structures to prevent river water flows from encroaching into the work zone. These would be minor wooden structures anchored by sand or gravel ballast and designed to deflect river water back to the central channel around the work zones. Stormwater runoff from the construction site would be controlled within the work zone so that construction-related drainage would not overflow into the Santa Ana River. The Project would use appropriate stormwater best management practices (BMPs) would be installed to prevent sediment and pollutant discharges. These BMPs would include perimeter controls around all installed equipment, sediment control, non-stormwater management, and waste management and materials pollution control. Site-specific BMPs would be established in the Stormwater Pollution Prevention Plan. If flowing water in the Santa Ana River needs to be channelized so the water does not interfere with the bridge work, a Surface Water Diversion Plan for approval by the Regional Water Quality Control Board and U.S. Army Corps of Engineers would be necessary.

#### ***East Garden Grove-Wintersburg Channel***

Construction of the Project would disturb the existing EGGWC from the intersection of Newhope Street and Hazard Avenue to the OCTA Garden Grove Bus Base. Construction activities near the EGGWC include demolition and reconstruction of portions of the channel lining required to build new retaining walls. At the intersection of Newhope Street and Hazard Avenue, construction would require access to the channel invert to install falsework for new slab construction at the intersection which is required to meet grade. Equipment would be brought to the site and set up via local streets.

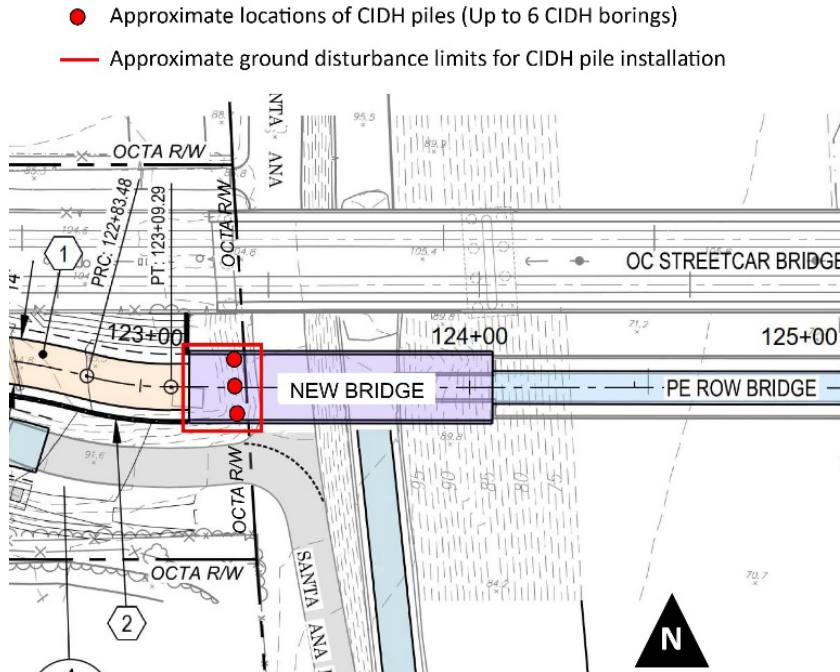
New concrete structures, such as new retaining walls or sidewalk reconstruction, would be installed on falsework built on the channel lining, or at grade along the access road. All equipment would be staged and maintained outside the EGGWC. Installation of falsework may require diversion structures to prevent channel flows from encroaching into the work zone. These would be minor wooden structures anchored by sand or gravel ballast and designed to deflect water around the work zones. Implementation of BMPs as described for Santa Ana River would also apply to construction activities in the EGGWC.

### **3.2.2.7 PERMANENT FOOTPRINT**

Operation and maintenance of the Build Alternative are anticipated to occur within the permanent footprint and would be limited to active transportation and recreational uses, and maintenance of the path and its associated amenities. The maximum height and vertical footprint for the Build Alternative is anticipated to be up to 16 feet above grade to accommodate proposed lighting along the path. The existing overhead truss height of the former PE ROW/Santa Ana River Bridge would remain the same after being lifted to accommodate the maintenance access road.

Excavations of up to 25 feet deep would be required for the bridge retrofit. Excavation in excess of 6 feet deep may be required for the replacement and extension of approach spans at the west bank of the Santa Ana River and existing maintenance road as part of the improvements to the former PE ROW/Santa Ana River Bridge. Additionally, some retaining walls may require excavation in excess of 6 feet.

Cast in drilled hole (CIDH) pile installation is recommended for construction of the new bridge over the maintenance road as this method would minimize disturbance and vibration levels. CIDH pile foundations would require the use of auger drilling machines. The design for the abutment foundation would require two to six CIDH piles with diameter of up to 48 inches, depending on final geotechnical evaluations of site conditions. Pile depths would extend up to 75 feet below ground. See Figure 3-5 for locations of CIDH piles and limits for ground disturbance for CIDH pile installation.



**Figure 3-5. CIDH Piles and Ground Disturbance Limits**

Anticipated ground disturbances for the permanent footprint would include, but are not limited to, the following activities: grading and removal of existing concrete and asphalt; installation of new concrete, barriers and railings, lighting, signal controls, and signage; removal of existing landscaping and planting of replacement landscaping; and installation of new and relocation of existing utilities including electrical, communications, water, gas, and fiber optic lines.

### 3.2.2.8 CONSTRUCTION SCHEDULE

Construction of the Build Alternative is anticipated to begin in 2026 and could take up to 24-36 months to complete, subject to grant funding.

Construction activities for the Build Alternative would be minimized to the extent possible in residential areas during evening, night-time, weekend, and holiday periods. Construction work for the Build Alternative may be conducted primarily during daylight hours from 7:00 a.m. to 6:00 p.m., subject to coordination with the cities and county. However, night-time work and temporary closures may be necessary to avoid major disruption for construction activities that could interfere with traffic or create safety hazards.

***Santa Ana River and East Garden Grove-Wintersburg Channel***

Construction within the Santa Ana River and EGGWC would require up to six months and would be scheduled to take place when the river is expected to be naturally dry (April – November).

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

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Potential Section 4(f) resources that are within 0.5 mile of the proposed Project are detailed in Table 4-1, shown in Figure 4-1, and summarized below. There are a total of 41 potential Section 4(f) resources, specifically 15 parks and recreational sites, 1 other publicly owned property, 10 historical resources sites, and 15 schools, within 0.5 mile of the proposed Project. Based on the findings in the *OC Connect: Garden Grove to Santa Ana Draft Natural Environment Study (Minimal Impacts)*, there is no wildlife refuge or waterfowl refuge located within the Project corridor (Jacobs 2024f).

## **4.1 Parks and Recreation**

Parks, golf courses, walking/biking paths, passive rest areas, and recreational-designated facilities such as the Santa Ana River Trail provide the public with recreational opportunities. There are 15 parks and recreational sites including 12 public parks with various amenities, 2 public golf courses, and the Santa Ana River Trail (with adjacent trails, paths, and rest areas) located within the cities of Garden Grove and Santa Ana in the Project vicinity. Parks, golf courses, and other recreational facilities such as trails and paths/rest areas are further evaluated in Chapters 5 and 6.

## **4.2 Other Publicly Owned Property**

There is one Unnamed Property at the southwest corner of Trask Avenue and Newhope Street (east of SR 22), in Garden Grove, that may at first glance appear to provide recreational benefits. However, this OCTA-owned property is part of the OCTA former Pacific Electric arterial right-of-way (PE ROW) and was acquired with the intention of developing a multi-modal transportation corridor along the railroad right-of-way and not for recreational or public access purposes. Additionally, a “no trespassing” sign is prominently displayed to establish the property as non-public and to restrict general access. For these reasons, the OCTA-owned Unnamed Property at the southwest corner of Trask Avenue and Newhope Street does not qualify as a Section 4(f) resource.

## **4.3 Historic Sites**

Historic sites are properties listed on or eligible for inclusion on the National Register of Historic Places. A records search and assessment of cultural resources, including historic properties, present within the Area of Potential Effect (APE) defined for the Project was completed in January 2024. The results and recommendations of the cultural resources

review and analysis are documented in the Historic Property Survey Report (HPSR) (Jacobs 2024a). The background/records search, inventory review, and built-environment survey indicated 10 cultural resources within 0.5 mile of the proposed Project footprint. As part of Project-specific review and analysis, five newly recorded cultural resources sites were identified within the APE that were evaluated by Caltrans and determined not eligible for inclusion in the NRHP (Jacobs 2024a). There were three sites previously determined ineligible for listing on the NRHP located within the Project footprint. Under Section 106 Programmatic Agreement Stipulation X.B.2, Caltrans determined a Finding of No Adverse Effect without Standard Conditions (FNAE-No SC) is appropriate for the proposed Project. Caltrans received SHPO concurrence on this determination on January 29, 2025 (Appendix A). Therefore, these three previously recorded resources and the five newly recorded resources (eight total cultural resources) determined ineligible for listing on the NRHP are not considered to be subject to the requirements of Section 4(f).

The two remaining historic properties that are subject to the requirements of Section 4(f) include the former PE ROW/Santa Ana River Bridge (P-30-161847) and the Quonset huts located at 1424 N. Susan Street, which have been determined to retain a sufficient amount of historic integrity to remain eligible for listing in the NRHP (as well as the California Register of Historical Resources [CRHR]). The former PE ROW/Santa Ana River Bridge is eligible given its association with the growth and development of transportation in Orange County, and as a rare example of a Pegram truss. The Quonset huts are eligible because the buildings significantly embody the distinctive characteristics of the Quonset hut, a rare property type within Orange County. These Section 4(f) resources are further evaluated in Chapters 5 and 6.

#### **4.4 Other Recreation Areas**

Other recreation areas within the Project vicinity include schools that may offer after-hours public use of playgrounds and recreational sports facilities. However, as described in Table 4-1, schools with playgrounds and/or sports facilities in the vicinity of the Project have been observed to be fenced and locked during non-school hours for safety/security and are not considered open to the public. Recreational uses are permitted on school campuses within the Garden Grove Unified School District (GGUSD 2018) and the Santa Ana Unified School District (SAUSD 2022). Recreational use of these school facilities is available to district residents and community organizations. However, priority is given to school-related activities, and district regulations and procedures for the facility use must be complied with. Therefore, these school facilities are not considered resources subject to the requirements of Section 4(f) and are not further evaluated.

**Table 4-1. Potential Section 4(f) Resources within 0.5 Mile of the Proposed Project**

| Resource                    | Map ID | Owner                | Name                             | Location   | Approximate Distance from the Project (mi) | Type/Amenities <sup>[1], [2]</sup>  | Access              | Section 4(f) Applicable |
|-----------------------------|--------|----------------------|----------------------------------|--|--|---|---------------------|-------------------------|
| <b>Parks and Recreation</b> | 1      | City of Santa Ana    | 17 <sup>th</sup> Street Triangle | W 17th St. and Santa Ana River, Santa Ana, 92706 | 0.26                                       | Pocket park (trail and passive rest area - 0.66 acre)   | Publicly accessible | Yes                     |
| Parks and Recreation        | 2      | City of Santa Ana    | Cesar Chavez Campesino Park      | 3311 W 5th St. Santa Ana, 92703                  | 0.25                                       | Community park (baseball diamond, multi-purpose fields, basketball and handball courts<br>Playground, picnic tables, restroom/drinking fountain -6.30 acres)  | Publicly accessible | Yes                     |
| Parks and Recreation        | 3      | City of Garden Grove | Civic Center Park                | 11200 Stanford Ave. Garden Grove, 92840          | 0.25                                       | Park (pond, fountain, picnic shelters – 12 acres)   | Publicly accessible | Yes                     |
| Parks and Recreation        | 4      | City of Santa Ana    | Edna Park                        | 2140 W Edna Santa Ana, 92706                     | 0.25                                       | Neighborhood park (hiking/exercise trail, playground, picnic tables, restroom/drinking fountain – 2.82 acres)   | Publicly accessible | Yes                     |
| Parks and Recreation        | 5      | City of Santa Ana    | El Salvador Park                 | 1825 W Civic Center Dr. Santa Ana, 92703         | 0.20                                       | Neighborhood park (baseball diamonds, basketball and handball courts, multi-purpose field, picnic tables, playground, concession stand, restroom/drinking fountain; adjacent to El Salvador Community Center, swimming pool, garden, fitness court - 8.4 acres) | Publicly accessible | Yes                     |

| Resource             | Map ID | Owner                | Name                   | Location  | Approximate Distance from the Project (mi) | Type/Amenities <sup>[1], [2]</sup>  | Access              | Section 4(f) Applicable |
|----------------------|--------|----------------------|------------------------|---|--|---|---------------------|-------------------------|
| Parks and Recreation | 6      | City of Santa Ana    | Fairview Triangle      | N. Fairview St. and Santa Ana River, Santa Ana, 92703 | 0.00<br>(within footprint)                 | Pocket park (trail and passive rest area – 0.3 acre)  | Publicly accessible | Yes                     |
| Parks and Recreation | 7      | City of Santa Ana    | Friendship Park        | 2209 W Myrtle St. Santa Ana, 92703                    | 0.42                                       | Pocket park (playground – 0.09 acre)  | Publicly accessible | Yes                     |
| Parks and Recreation | 8      | City of Garden Grove | Jardin de Los Niños    | 12534 Keel Ave. Garden Grove, 92843                   | 0.16                                       | Park (play areas, half-court basketball court – 0.7 acre)   | Publicly accessible | Yes                     |
| Parks and Recreation | 9      | N/A                  | River View Golf Course | 1800 W Santa Clara Ave. Santa Ana, 92706              | 0.44                                       | Recreation facility (18-hole golf course, driving range, putting course)  | Publicly accessible | Yes                     |
| Parks and Recreation | 10     | City of Santa Ana    | Riverview Park         | 1817 W 21st St. Santa Ana, 92706                      | 0.46                                       | Community park (baseball diamond, basketball courts, multi-purpose field, hiking/exercise trail, playground – 8.76 acres)   | Publicly accessible | Yes                     |
| Parks and Recreation | 11     | City of Santa Ana    | Rosita Park            | 706 N Newhope St. Santa Ana, 92703                    | 0.00<br>(immediately adjacent)             | Community park (baseball diamond, multi-purpose field, playground, fitness court, drinking fountain; adjacent to Salgado Community Center with indoor basketball courts, gymnasium, swimming pool – 8.68 acres) | Publicly accessible | Yes                     |
| Parks and Recreation | 12     | County of Orange     | Santa Ana River Trail  | Along Santa Ana River                                 | 0.00<br>(within footprint)                 | Paved trail - asphalt/concrete (biking, walking, in-line skating, horseback riding)   | Publicly accessible | Yes                     |



| Resource                             | Map ID | Owner                | Name                   | Location   | Approximate Distance from the Project (mi) | Type/Amenities <sup>[1], [2]</sup>  | Access   | Section 4(f) Applicable |
|--------------------------------------|--------|----------------------|------------------------|--|--|---|--|-------------------------|
| Parks and Recreation                 | 13     | City of Garden Grove | Village Green Park     | 12732 Main St. Garden Grove, 92840   | 0.35                                       | Park (meeting center, play area, shuffleboard courts, restrooms – 6.3 acres)                                | Publicly accessible  | Yes                     |
| Parks and Recreation                 | 14     | City of Garden Grove | Willowick Golf Course  | 3017 W 5th St. Santa Ana, 92703  | 0.00<br>(immediately adjacent)             | Recreation facility (18-hole golf course, driving range, putting greens)                                    | Publicly accessible  | Yes                     |
| Parks and Recreation                 | 15     | City of Garden Grove | Woodbury Park          | 13800 Rosita Pl. Garden Grove, 92843   | 0.31                                       | Park (activity center, basketball court, play area, pool, restrooms – 3.3 acres)                            | Publicly accessible  | Yes                     |
| <b>Other Publicly Owned Property</b> | 16     | OCTA                 | Unnamed Property       | Southwest corner of Trask Avenue and Newhope Street (east of SR 22), Garden Grove, 92843 | 0.00<br>(within footprint)                 | None  | Non-public; general access restricted and a “no trespassing” sign is displayed | No                      |
| <b>Historic Resources</b>            | 17     | N/A                  | 11551 Trask Avenue     | 11551 Trask Ave. Garden Grove, 92843   | 0.02                                       | One story commercial building; Determined not eligible for listing as historic property <sup>[3], [4]</sup> | N/A  | No                      |
| Historic Resources                   | 18     | N/A                  | 13852 Harbor Boulevard | 13852 Harbor Blvd. Santa Ana, 92704  | 0.02                                       | One story commercial property; Determined not eligible for listing as historic property <sup>[3], [4]</sup> | N/A  | No                      |
| Historic Resources                   | 19     | N/A                  | Quonset Huts           | 1424 N. Susan St. Santa Ana, 92703   | 0.00<br>(immediately adjacent)             | Industrial Building; Eligible for NRHP  | N/A  | Yes                     |

| Resource           | Map ID | Owner | Name                                    | Location  | Approximate Distance from the Project (mi) | Type/Amenities <sup>[1], [2]</sup>   | Access | Section 4(f) Applicable |
|--------------------|--------|-------|---|---|--|--|--------|-------------------------|
| Historic Resources | 20     | N/A   | 1802 W. 4 <sup>th</sup> Street          | 1802 W. 4 <sup>th</sup> St. Santa Ana, 92703          | 0.00<br>(immediately adjacent)             | One story commercial property; Previously determined not eligible for listing as historic property <sup>[3], [4]</sup> | N/A    | No                      |
| Historic Resources | 21     | N/A   | 1804-1810 W. 5 <sup>th</sup> Street     | 1804-1810 W. 5 <sup>th</sup> St. Santa Ana, 92703     | 0.00<br>(immediately adjacent)             | One story commercial property; Previously determined not eligible for listing as historic property <sup>[3], [4]</sup> | N/A    | No                      |
| Historic Resources | 22     | N/A   | 2106 W. 5 <sup>th</sup> Street          | 2106 W. 5 <sup>th</sup> St. Santa Ana, 92703          | 0.00<br>(immediately adjacent)             | One story commercial property; Previously determined not eligible for listing as historic property <sup>[3], [4]</sup> | N/A    | No                      |
| Historic Resources | 23     | N/A   | 3522 Westminster Avenue                 | 3522 Westminster Ave. Santa Ana, 92703                | 0.02                                       | One story commercial property; Determined not eligible for listing as historic property <sup>[3], [4]</sup>            | N/A    | No                      |
| Historic Resources | 24     | N/A   | East Garden Grove - Wintersburg Channel | South of APE, near Harbor Boulevard, Santa Ana        | 0.19                                       | Canal/aqueduct; Determined not eligible for listing as historic property <sup>[3], [4]</sup>                           | N/A    | No                      |
| Historic Resources | 25     | OCTA  | Former PE ROW/ Santa Ana River Bridge   | Santa Ana River Channel, Santa Ana                    | 0.00<br>(within footprint)                 | Bridge; Determined eligible for NRHP   | N/A    | Yes                     |
| Historic Resources | 26     | N/A   | Santa Ana River Channel                 | Within APE, southwest of N Fairview Street, Santa Ana | 0.00<br>(within footprint)                 | Canal/aqueduct; Determined not eligible for listing as historic property <sup>[3], [4]</sup>                           | N/A    | No                      |

| Resource | Map ID | Owner | Name                                | Location                                | Approximate Distance from the Project (mi) | Type/Amenities <sup>[1], [2]</sup>                              | Access  | Section 4(f) Applicable |
|----------|--------|-------|-------------------------------------|---|--|---|---|-------------------------|
| Schools  | 27     | SAUSD | Abraham Lincoln Elementary          | 425 South Sullivan St. Santa Ana, 92704 | 0.50                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 28     | GGUSD | Clinton Elementary                  | 13641 Clinton St. Garden Grove, 92843   | 0.47                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 29     | SAUSD | Fremont Elementary                  | 1930 W 10th St. Santa Ana, 92703        | 0.25                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 30     | GGUSD | Garden Grove High                   | 11271 Stanford Ave. Garden Grove, 92840 | 0.42                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 31     | SAUSD | George Washington Carver Elementary | 1401 W Santa Ana Blvd. Santa Ana, 92703 | 0.03                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 32     | GGUSD | Mitchell Elementary                 | 13451 Taft Ave. Garden Grove, 92843     | 0.32                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 33     | GGUSD | Ocia A. Peters Elementary           | 13162 Newhope St. Garden Grove, 92843   | 0.25                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 34     | GGUSD | R. F. Hazard Elementary             | 4218 W Hazard Ave. Santa Ana, 92703     | 0.12                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 35     | SAUSD | REACH Academy                       | 1512 W Santa Ana Blvd. Santa Ana, 92703 | 0.25                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 36     | GGUSD | Rosita Elementary                   | 4726 Hazard Ave. Santa Ana, 92703       | 0.12                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |

| Resource | Map ID | Owner                     | Name  | Location                               | Approximate Distance from the Project (mi) | Type/Amenities <sup>[1], [2]</sup>                              | Access  | Section 4(f) Applicable |
|----------|--------|---------------------------|---|--|--|---|---|-------------------------|
| Schools  | 37     | GGUSD                     | Samueli Academy                                   | 1901 N Fairview St. Santa Ana, 92706   | 0.31                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 38     | GGUSD                     | Santiago High                                     | 12342 Trask Ave. Garden Grove, 92843   | 0.50                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 39     | SAUSD                     | Lydia Romero-Cruz Academy (Spurgeon Intermediate) | 2701 W 5th St. Santa Ana, 92703        | 0.00 (immediately adjacent)                | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 40     | Orange County Dept of Ed. | Vista Heritage Charter Middle                     | 2609 West Fifth St. Santa Ana, 92703   | 0.05                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |
| Schools  | 41     | GGUSD                     | Woodbury Elementary                               | 11362 Woodbury Rd. Garden Grove, 92843 | 0.17                                       | Recreation Facility (school with playground/ sports facilities) | Fenced/locked during non-school hours; not open to the public | No                      |

Notes:

Map ID refers to the “Map Numbers” shown on Figure 4-1.

N/A - Not Applicable

Sources:

<sup>[1]</sup> City of Santa Ana. 2024. Parks Locations and Information. <https://www.santa-ana.org/parks-locations-and-information>.

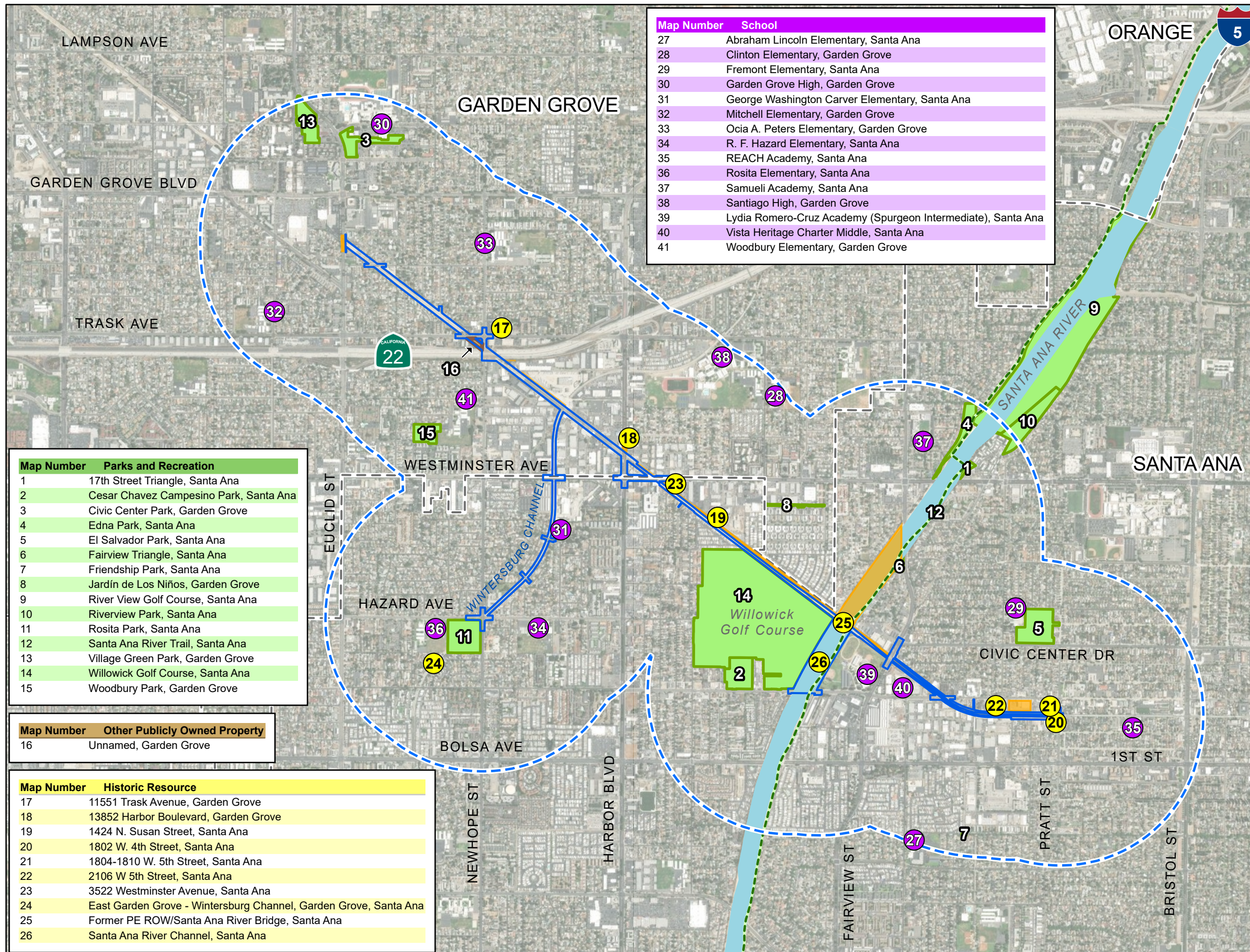
<sup>[2]</sup> City of Garden Grove. 2024. Parks and Facilities. <https://ggcity.org/community-services/parks-and-facilities>.

<sup>[3]</sup> Jacobs. 2024a. Historic Property Survey Report.

<sup>[4]</sup> SHPO concurrence was received on January 29, 2025 (Appendix A)

Of the 41 resources identified as potential Section 4(f) resources within 0.5 mile of the Proposed Project, 17 resources have been identified to be subject to the requirements of Section 4(f): 12 public parks with various amenities, 2 public golf courses, the Santa Ana River Trail, and 2 historic resources that have been determined to be eligible for listing on the NRHP. These resources are listed in Table 4-1 and identified with a “yes” in the last column titled, “Section 4(f) Applicable.” The remaining 24 resources are not subject to the requirements of Section 4(f). These include 8 historic resources determined ineligible for listing on the NRHP, the unnamed OCTA-owned property and former PE ROW acquired for development of a multimodal transportation corridor, and 15 schools which are fenced/locked during non-school hours and/or primarily used for school-related activities. These resources for which the requirements of Section 4(f) are not applicable are listed in Table 4-1 and identified with a “no” in the last column titled, “Section 4(f) Applicable.” These 24 properties are not Section 4(f) properties; therefore, the provisions of Section 4(f) do not apply.



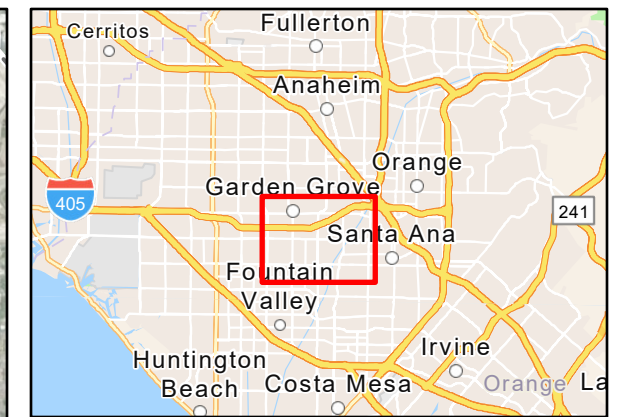


| Map Number | School   |
|------------|--|
| 27         | Abraham Lincoln Elementary, Santa Ana                        |
| 28         | Clinton Elementary, Garden Grove                             |
| 29         | Fremont Elementary, Santa Ana                                |
| 30         | Garden Grove High, Garden Grove                              |
| 31         | George Washington Carver Elementary, Santa Ana               |
| 32         | Mitchell Elementary, Garden Grove                            |
| 33         | Ocia A. Peters Elementary, Santa Ana                         |
| 34         | R. F. Hazard Elementary, Santa Ana                           |
| 35         | REACH Academy, Santa Ana                                     |
| 36         | Rosita Elementary, Santa Ana                                 |
| 37         | Samueli Academy, Santa Ana                                   |
| 38         | Santiago High, Garden Grove                                  |
| 39         | Lydia Romero-Cruz Academy (Spurgeon Intermediate), Santa Ana |
| 40         | Vista Heritage Charter Middle, Santa Ana                     |
| 41         | Woodbury Elementary, Garden Grove                            |

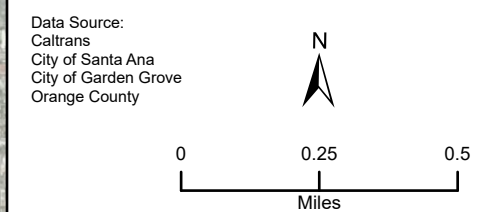
| Map Number | Parks and Recreation                   |
|------------|--|
| 1          | 17th Street Triangle, Santa Ana        |
| 2          | Cesar Chavez Campesino Park, Santa Ana |
| 3          | Civic Center Park, Garden Grove        |
| 4          | Edna Park, Santa Ana                   |
| 5          | El Salvador Park, Santa Ana            |
| 6          | Fairview Triangle, Santa Ana           |
| 7          | Friendship Park, Santa Ana             |
| 8          | Jardín de Los Niños, Garden Grove      |
| 9          | River View Golf Course, Santa Ana      |
| 10         | Riverview Park, Santa Ana              |
| 11         | Rosita Park, Santa Ana                 |
| 12         | Santa Ana River Trail, Santa Ana       |
| 13         | Village Green Park, Garden Grove       |
| 14         | Willowick Golf Course, Santa Ana       |
| 15         | Woodbury Park, Garden Grove            |

| Map Number | Other Publicly Owned Property |
|------------|-------------------------------|
| 16         | Unnamed, Garden Grove         |

| Map Number | Historic Resource  |
|------------|--|
| 17         | 11551 Trask Avenue, Garden Grove                                 |
| 18         | 13852 Harbor Boulevard, Garden Grove                             |
| 19         | 1424 N. Susan Street, Santa Ana                                  |
| 20         | 1802 W. 4th Street, Santa Ana                                    |
| 21         | 1804-1810 W. 5th Street, Santa Ana                               |
| 22         | 2106 W 5th Street, Santa Ana                                     |
| 23         | 3522 Westminster Avenue, Santa Ana                               |
| 24         | East Garden Grove - Wintersburg Channel, Garden Grove, Santa Ana |
| 25         | Former PE ROW/Santa Ana River Bridge, Santa Ana                  |
| 26         | Santa Ana River Channel, Santa Ana                               |



- Legend**
- Permanent Impact Footprint
  - Temporary Impact Footprint
  - Study Area (Half-Mile Radius of Temporary and Permanent Impact Footprints)
  - City Boundaries
  - Parks and Recreation Areas
  - Other Publicly Owned Property
  - Santa Ana River Trail
  - Historic Resources
  - Schools



**Figure 4-1**  
**Potential Section 4(f) Resources**  
 Orange County (OC) Connect Project  
 Orange County Transportation Authority  
 ATPL-6071(165)  
 Orange County, California





# **Chapter 5** Resources Evaluated Relative to the Requirements of Section 4(f): No Use or Temporary Occupancy Determinations

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This chapter discusses the Section 4(f) resources within 0.5-mile of the proposed Project for which the proposed Project would result in either a no use determination or a temporary occupancy determination. A no use determination requires that the resource not be subject to an actual use or a constructive use as defined in Section 2.1. A temporary occupancy determination requires that the resource meet the five conditions for temporary occupancy outlined in Section 2.1. If these five conditions for temporary occupancy are met, Section 4(f) does not apply.

As part of each no use or temporary occupancy analysis, the potential for proximity impacts to occur is discussed under each resource identified in the following sections. Proximity impacts must be evaluated for each Section 4(f) property and the impact evaluation addresses the following:

- The facilities, functions, and/or activities potentially affected
- Access
- Visual impacts
- Noise
- Vibration
- Vegetation
- Wildlife
- Air quality
- Water quality

As defined in Section 2.1, particularly severe proximity impacts to a given Section 4(f) resource could result in a constructive use. However, as discussed in the following sections, no Section 4(f) resource within 0.5-mile of the proposed Project would experience proximity impacts that would be so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Therefore, no constructive use, as defined in Section 2.1, would occur for these properties.

The evaluation of proximity impacts was based on the following technical studies conducted for the Project: *OC Connect Aesthetics and Visual Impact Technical Memorandum* (Jacobs, 2024b); *OC Connect Noise and Vibration (Construction-related) Technical Memorandum* (Jacobs, 2024c); *OC Connect Water Quality Assessment Report* (Jacobs, 2024d); and *OC Connect: Garden Grove to Santa Ana Draft Natural Environment Study (Minimal Impacts)* (Jacobs, 2024f).

Of the 17 resources within a 0.5 mile of the proposed Project that are subject to the requirements of Section 4(f), 12 are not associated with any potential use (actual or constructive, as defined in Section 2.1) by the proposed Project and would not experience any proximity impacts. These 12 resources are discussed in detail in Section 5.1. Three of the 17 resources are not associated with any potential use by the proposed Project but would experience some minor proximity impacts. These 3 resources are discussed in Section 5.2. Collectively, these 15 resources would be subject to a no use determination under Section 4(f).

Of the 2 remaining Section 4(f) resources (of the 17 identified within 0.5-mile of the proposed Project), 1 would satisfy the five conditions for temporary occupancy outlined in Section 2.1. The discussion of this temporary occupancy determination is presented in Section 5.3.

The 15 resources subject to a no use determination and the 1 resource with a temporary occupancy determination under Section 4(f) are summarized in Table 5-1.

The final remaining Section 4(f) resource of the 17 identified within 0.5-mile of the proposed Project would not meet the definition of either a no use determination or a temporary occupancy determination and is discussed in detail in Chapter 6.

**Table 5-1. Summary of Section 4(f) Resources With No Use or Temporary Occupancy by the Proposed Project**

| Resource  | Map ID | Owner                | Name                             | Location   | Within Proposed Project Footprint? | Type  | Reason Why Section 4(f) Does Not Apply   |
|---|--------|----------------------|----------------------------------|--|------------------------------------|---|--|
| <b>Resources with No Use and No Proximity Impacts</b> | 1      | City of Santa Ana    | 17 <sup>th</sup> Street Triangle | W 17th St. and Santa Ana River, Santa Ana, 92706 | No                                 | Pocket park (trail and passive rest area - 0.66 acre)   | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated. |
| Resources with No Use and No Proximity Impacts        | 2      | City of Santa Ana    | Cesar Chavez Campesino Park      | 3311 W 5th St. Santa Ana, 92703                  | No                                 | Community park (baseball diamond, multi-purpose fields, basketball and handball courts, playground, picnic tables, restroom/drinking fountain - 6.30 acres)   | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated. |
| Resources with No Use and No Proximity Impacts        | 3      | City of Garden Grove | Civic Center Park                | 11200 Stanford Ave. Garden Grove, 92840          | No                                 | This park is currently closed as it will be relocated due to the Garden Grove Civic Center Revitalization Project.  | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated. |
| Resources with No Use and No Proximity Impacts        | 4      | City of Santa Ana    | Edna Park                        | 2140 W Edna Dr, Santa Ana, 92706                 | No                                 | Neighborhood park (hiking/exercise trail, playground, picnic tables, restroom/drinking fountain – 2.82 acres)   | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated. |
| Resources with No Use and No Proximity Impacts        | 5      | City of Santa Ana    | El Salvador Park                 | 1825 W Civic Center Dr. Santa Ana, 92703         | No                                 | Neighborhood park (baseball diamonds, basketball and handball courts, multi-purpose field, picnic tables, playground, concession stand, restroom/drinking fountain; adjacent to El Salvador Community Center, swimming pool, garden, fitness court - 8.4 acres) | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated. |

| Resource                                       | Map ID | Owner                | Name                   | Location                                 | Within Proposed Project Footprint? | Type  | Reason Why Section 4(f) Does Not Apply  |
|--|--------|----------------------|------------------------|--|------------------------------------|---|---|
| Resources with No Use and No Proximity Impacts | 7      | City of Santa Ana    | Friendship Park        | 2209 W Myrtle St. Santa Ana, 92703       | No                                 | Pocket park (playground – 0.09 acre)  | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated.              |
| Resources with No Use and No Proximity Impacts | 8      | City of Garden Grove | Jardin de Los Niños    | 12534 Keel Ave. Garden Grove, 92843      | No                                 | Park (play areas, half-court basketball court – 0.7 acre)   | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated.              |
| Resources with No Use and No Proximity Impacts | 9      | N/A                  | River View Golf Course | 1800 W Santa Clara Ave. Santa Ana, 92706 | No                                 | Recreation facility (18-hole golf course, driving range, putting course)  | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated.              |
| Resources with No Use and No Proximity Impacts | 10     | City of Santa Ana    | Riverview Park         | 1817 W 21st St. Santa Ana, 92706         | No                                 | Community park (baseball diamond, basketball courts, multi-purpose field, hiking/exercise trail, playground – 8.76 acres) | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated.              |
| Resources with No Use and No Proximity Impacts | 13     | City of Garden Grove | Village Green Park     | 12732 Main St. Garden Grove, 92840       | No                                 | Park (meeting center, play area, shuffleboard courts, restrooms – 6.3 acres)  | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated.              |
| Resources with No Use and No Proximity Impacts | 15     | City of Garden Grove | Woodbury Park          | 13800 Rosita Pl. Garden Grove, 92843     | No                                 | Park (activity center, basketball court, play area, pool, restrooms – 3.3 acres)  | This park is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated.              |
| Resources with No Use and No Proximity Impacts | 16     | Private Owner        | Quonset Huts           | 1424 N. Susan St. Santa Ana, 92703       | Adjacent                           | Historic property   | This historic resource is outside of the Project footprint; therefore, no use would occur. Proximity impacts are not anticipated. |

| Resource  | Map ID | Owner                | Name                  | Location  | Within Proposed Project Footprint? | Type  | Reason Why Section 4(f) Does Not Apply  |
|---|--------|----------------------|-----------------------|---|------------------------------------|---|---|
| <b>Resources with No Use and Potential Proximity Impacts</b>              | 6      | City of Santa Ana    | Fairview Triangle     | N. Fairview St. and Santa Ana River, Santa Ana, 92703 | Yes                                | Pocket park (trail and passive rest area – 0.3 acre)  | This park is located within a portion of the proposed Project's temporary footprint; however, the proposed Project would not utilize any part of this park. Therefore, no actual use would occur. Proximity impacts may occur but would not result in a constructive use. |
| Resources with No Use and Potential Proximity Impacts                     | 11     | City of Santa Ana    | Rosita Park           | 706 N Newhope St. Santa Ana, 92703                    | Adjacent                           | Community park (baseball diamond, multi-purpose field, playground, fitness court, drinking fountain; adjacent to Salgado Community Center with indoor basketball courts, gymnasium, swimming pool – 8.68 acres) | This property is outside of the Project footprint; therefore, no actual use would occur. Proximity impacts may occur but would not result in a constructive use.  |
| Resources with No Use and Potential Proximity Impacts                     | 14     | City of Garden Grove | Willowick Golf Course | 3017 W 5th St. Santa Ana, 92703                       | Adjacent                           | Recreation facility (18-hole golf course, driving range, putting greens)  | This property is outside of the Project footprint; therefore, no actual use would occur. Proximity impacts may occur but would not result in a constructive use.  |
| <b>Resources with Temporary Occupancy and Potential Proximity Impacts</b> | 12     | Orange County        | Santa Ana River Trail | Along Santa Ana River                                 | Yes                                | Paved trail - asphalt/concrete (biking, walking, in-line skating, horseback riding)   | This resource meets the criteria for temporary occupancy presented in Section 2.1.  |

Note:

Map ID refers to the "Map Numbers" shown on Figure 4-1.

## **5.1 Resources with No Use and No Proximity Impacts**

As identified in Table 5-1 under “Resources with No Use and No Proximity Impacts,” 12 Section 4(f) resources within 0.5-mile of the proposed Project have been identified as sites with a no use determination; that is, sites where no further Section 4(f) analysis is required due to no potential for actual or constructive use by the proposed Project. These sites are located outside of the Project footprint and have no anticipated proximity impacts. Based on the findings detailed for each resource below, these 12 resources would not be impacted by implementation of the proposed Project.

### **5.1.1 17th Street Triangle, Santa Ana**

17th Street Triangle is a 0.66-acre pocket park with a rest area next to a bike trail. This park is located 0.26 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the resource would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource’s location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

### **5.1.2 Cesar Chavez Campesino Park, Santa Ana**

Cesar Chavez Campesino Park is a 6.30-acre community park with a basketball court, a multipurpose field, and playground. This park is 0.25 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the resource would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource’s location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

### **5.1.3 Civic Center Park, Garden Grove**

The existing Civic Center Park is located a 0.25 mile from the Project footprint; however, this park is currently closed due to construction of the Garden Grove Civic Center Revitalization Project. Phase II of the Garden Grove Civic Center Revitalization Project includes construction of a new park that will be approximately 2.7 acres with open green space, memorial grove, and walking trail. This park will be located 0.43 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the resource would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource's location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

### **5.1.4 Edna Park, Santa Ana**

Edna Park is a 2.82-acre neighborhood park with walkways, open areas, restroom, and playground. This park is located 0.25 mile from the Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the resource would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource's location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

### **5.1.5 El Salvador Park, Santa Ana**

El Salvador Park is an 8.4-acre community with picnic areas, basketball courts, a multipurpose field and playground. This park is located 0.20 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the park would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the

resource's location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

### **5.1.6 Friendship Park, Santa Ana**

Friendship Park is a 0.09-acre pocket park with a playground. This park is located 0.42 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the park would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource's location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

### **5.1.7 Jardin de Los Niños, Garden Grove**

Jardin de Los Niños is a 0.70-acre park with play areas and a basketball court. This park is located 0.16 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the park would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource's location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

### **5.1.8 River View Golf Course, Santa Ana**

River View Golf Course is privately owned but publicly accessible with an 18-hole putting course, driving range, golf learning center, and dining facility. This golf course is located 0.44 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the resource would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use



would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource's location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

#### **5.1.9 Riverview Park, Santa Ana**

Riverview Park is an 8.76-acre community park with basketball courts, ball diamond fields, and playground. This park is located 0.46 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the park would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource's location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

#### **5.1.10 Village Green Park, Garden Grove**

Village Green Park is a 6.3-acre park with a meeting center, play area, restrooms, and shuffleboard courts. This park is located 0.35 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the park would not experience any proximity impacts that could result in impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource's location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

#### **5.1.11 Woodbury Park, Garden Grove**

Woodbury Park is a 3.3-acre park with a pool, basketball court, play area, restrooms, and activity center. This park is located 0.31 mile from the combined temporary and permanent Project footprint and would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Due to its location outside of the Project footprint, the park would not experience any proximity impacts that could result in

impairment of its activities, features, or attributes because of Project construction. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of this property. Due to the resource's location outside of the Project footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

#### **5.1.12 Quonset Huts, Santa Ana**

Quonset huts are lightweight prefabricated structures in the shape of a half cylinder, typically made of corrugated galvanized steel. There are two Quonset huts, located north of the proposed Project, at 1424 N. Susan Street on a private parcel in the City of Santa Ana. The period of significance is 1953 to 1972, the proposed range of construction dates. These Quonset huts have been determined to retain a sufficient amount of historic integrity to remain eligible for listing in the NRHP as well as the CRHR. The parcel where the Quonset huts are located is adjacent to the proposed Project footprint. Between the proposed Project and the property at 1424 N. Susan Street is the double track of the OC Streetcar rail line, a paved access road for the maintenance of the rail line, and an existing wall.

A FNAE-No SC (Jacobs 2024e) for the Project was prepared by Jacobs, approved by Caltrans, and the SHPO concurrence was received on January 29, 2025 (Appendix A). Per the FNAE-No SC, the two Quonset huts located at 1424 N. Susan Street will not be directly affected by the Project because there are no improvements that will alter, physically destroy, cause neglect and deterioration, or lead to the transfer, sale, or lease of the property. The property's integrity of location, design, materials, workmanship, and association would not be diminished by the Project, because there would be no direct effects. The FNAE-No SC concluded that the proposed Project as described in the HPSR and HRER would have 'No Adverse Effect' on the Quonset huts.

This historic resource is located adjacent to the Project footprint and is separated from the Project by an existing wall. The resource would not be permanently incorporated into the proposed Project. Therefore, no actual use would occur. Per the FNAE-No SC, there is no appreciable potential for the proposed Project to introduce atmospheric or audible proximity impacts to the property. There would be no changes to accessibility and no proximity impacts related to visual, noise, or air quality. Therefore, no constructive use would occur. Additionally, the proposed Project would not require any temporary occupancy of the property. The Project would not result in a severe impairment to the historic attributes of this resource. Due to the resource's location outside of the Project

footprint, implementation of the proposed Project would not result in any use of this property. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

## **5.2 Resources with No Use and Potential Proximity Impacts**

The three resources discussed in the following subsections are located adjacent to or within the Project footprint but would not be subject to an actual or constructive use under Section 4(f). Additionally, the proposed Project would not require temporary occupancy of these resources. However, these properties would experience minor proximity impacts due to their proximity to proposed Project construction activities. This section summarizes these resources and their proximity impacts, which would not cause substantial impairment and would not result in a constructive use.

### **5.2.1 Fairview Triangle, Santa Ana**

This 0.30-acre City of Santa Ana pocket park, located north of the proposed Project path near the intersection of Fairview St. and Santa Ana River, provides passive recreational and open space amenities for pedestrians and users of the Santa Ana River Trail. The park is located within the City of Santa Ana and the Santa Ana River limits, which is owned by Orange County Flood Control District. This property is within a portion of the proposed Project's temporary footprint; however, no portion of this park would be permanently incorporated into the proposed Project. Therefore, no actual use would occur.

There is a paved maintenance road immediately west of the Fairview Triangle limits that is also within a portion of the proposed Project's temporary footprint. This maintenance road is closed to access and separated from the park by an existing chain link fence. The proposed Project may use this access road for construction activities at the former PE ROW/Santa Ana River Bridge. However, any potential construction vehicle access on the maintenance road adjacent to Fairview Triangle would be temporary and would not directly or indirectly impact Fairview Triangle. No temporary occupancy of any portion of Fairview Triangle will occur because of implementation of the proposed Project.

Fairview Triangle would not experience changes to accessibility or severe impairments of its activities, features, or attributes because of proposed Project construction. Park users may experience proximity impacts due to proposed Project construction noise. Chapter 7 describes the measures to minimize noise and vibration impacts associated with Project construction. With the implementation of minimization measures for construction noise, the proximity noise impact would be negligible and would not result in a substantial

impairment to the resource. The proximity impacts would not be so severe that the protected activities, features or attributes that qualify the resource for protection under Section 4(f) are substantially impaired, and no constructive use of the resource would occur.

While minor proximity impacts may occur at this location due to implementation of the proposed Project, there would be no actual or constructive use, and temporary occupancy is not required. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

### **5.2.2 Rosita Park, Santa Ana**

Rosita Park, located south of the proposed Project, is an 8.68-acre City of Santa Ana community park with a playground, multi-purpose field, and baseball diamond located next to the Salgado Community Center in the City of Santa Ana. These attributes qualify this park as a Section 4(f) resource. Rosita Park is adjacent to and not located within the proposed Project's temporary or permanent footprint. The proposed Project's temporary footprint includes the intersection of Newhope Street and Hazard Avenue, adjacent to Rosita Park. No portion of this park would be permanently incorporated into the proposed Project; therefore, no actual use would occur.

Rosita Park would not experience severe impairments of its activities, features, or attributes because of Project construction. Park users may experience proximity impacts due to Project construction noise. Additionally, construction of the proposed Project improvements along Hazard Avenue and Newhope Street would temporarily affect access to the eastern driveway of the Rosita Park parking lot on Hazard Avenue. Chapter 7 describes the measures to minimize noise and access impacts associated with proposed Project construction. With the implementation of minimization measures for construction noise and implementation of a traffic management plan, the proximity impacts would not be so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired, and no constructive use of the resource would occur. Additionally, no temporary occupancy of any portion of Rosita Park will occur because of implementation of the proposed Project.

While minor proximity impacts may occur at this location due to implementation of the proposed Project, there would be no actual or constructive use, and temporary occupancy is not required. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

### **5.2.3 Willowick Golf Course, Santa Ana**

Willowick Golf Course, located south of the proposed Project, is a public golf course with the following recreation facilities: 18-hole golf course, driving range, and putting greens. The property is owned by the City of Garden Grove, but land use jurisdiction is maintained by the City of Santa Ana. The Willowick Golf Course is located south of the proposed Project and is adjacent to the proposed Project footprint. The parcel has an existing wall between the golf course and the proposed Project. No portion of Willowick Golf Course would be permanently incorporated into the proposed Project; therefore, no actual use would occur.

Willowick Golf Course would not experience changes to accessibility or severe impairments of its activities, features, or attributes because of Project construction. Golf course users may experience proximity impacts due to Project construction noise. Chapter 7 describes the measures to minimize noise and vibration impacts associated with Project construction. With the implementation of minimization measures for construction noise, the proximity noise impact would be negligible and would not result in a substantial impairment to the resource. The proximity impacts would not be so severe that the protected activities, features or attributes that qualify the resource for protection under Section 4(f) are substantially impaired, and no constructive use of the resource would occur. Additionally, no temporary occupancy of any portion of Willowick Golf Course will occur because of implementation of the proposed Project.

While minor proximity impacts may occur at this location due to implementation of the proposed Project, there would be no actual or constructive use, and temporary occupancy is not required. The property is a Section 4(f) property, but no use will occur; therefore, the provisions of Section 4(f) do not apply.

## **5.3 Resources with Temporary Occupancy**

### **5.3.1 Santa Ana River Trail**

The Santa Ana River Trail, which runs along the Santa Ana River, is being developed to connect inland communities from the San Bernardino Mountains 110 miles to the Pacific Ocean at Huntington Beach (Wildlands Conservancy n.d.). The portion of the river trail within Orange County is a Class I Bikeway. The proposed Project and the Santa Ana River Trail intersect at the former PE ROW/Santa Ana River Bridge in the City of Santa Ana, where the proposed Project would traverse over the Santa Ana River Trail via the former PE ROW/Santa Ana River Bridge. No portion of the Santa Ana River Trail would be permanently incorporated into the proposed Project; therefore, no actual use as defined in Section 2.1 would occur.

Under Section 4(f), the proposed Project would require temporary occupancy of the Santa Ana River Trail during construction. As discussed in Section 2.1, special consideration is given to the temporary occupancy of a Section 4(f) resource. Because the following five conditions set forth in 23 CFR 774.13(d) can be satisfied, Section 4(f) does not apply to the Santa Ana River Trail:

1. *Duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.*

The occupancy of the Santa Ana River Trail at this location would be temporary as occupancy would only be required during part of the construction duration for the entire OC Connect Project.

2. *Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal.*

There are no changes to the Santa Ana River Trail planned as part of the Project.

3. *There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis.*

Construction of the OC Connect Project would not temporarily or permanently interfere with the activities or purposes of the Santa Ana River Trail because a temporary detour plan will be in place prior to construction activities and would reopen after construction is complete. The detour route would be located at the west bank of the Santa Ana River and would be part of the Traffic Management Plan for the project.

4. *The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project.*

After Project construction is completed in this area of the Santa Ana River Trail, this trail would be restored to its original conditions prior to construction.

5. *There must be documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.*

OC Parks is the official agency with jurisdiction over this Section 4(f) resource and is the agency with authority to concur or not concur with these conditions. OC Parks provided concurrence with conditions on January 16, 2025 (Appendix B).

Users of the Santa Ana River Trail at this location may experience proximity impacts due to proposed Project construction noise. Chapter 7 describes the measures to minimize noise and vibration impacts associated with Project construction. With the implementation of minimization measures for construction noise, the proximity noise impact would be negligible and would not result in a substantial impairment to the resource. Potential proximity impacts would not be so severe that the protected activities, features or attributes that qualify the Santa Ana River Trail for protection under Section 4(f) are substantially impaired; therefore, no constructive use of the resource would occur.

While minor proximity impacts may occur at this location due to implementation of the proposed Project, no actual or constructive use would occur. Proposed Project activities would meet the conditions for temporary occupancy as defined in 23 CFR 774.13(d); therefore, the provisions of Section 4(f) do not apply to the Santa Ana River Trail.





# Chapter 6 De Minimis Determination

Section 4(f) resources within a 0.5 mile of the proposed Project that could be affected by the proposed Project and may result in a Section 4(f) use are summarized in Table 6-1. This section describes one Section 4(f) resources within the Project footprint that may potentially be affected by the proposed Project, as well as the proposed Project’s use of this resource.

**Table 6-1. Summary of Section 4(f) Resources Potentially Affected by the Proposed Project**

| Map ID | Owner | Name                                 | Location                               | Within Proposed Project Footprint? | Type              |
|--------|-------|--------------------------------------|--|------------------------------------|-------------------|
| 25     | OCTA  | Former PE ROW/Santa Ana River Bridge | Santa Ana River Channel, Santa Ana, CA | Yes                                | Historic Resource |

Note:  
Map ID refers to the “Map Numbers” shown on Figure 4-1.

## 6.1 Former PE ROW/Santa Ana River Bridge, Santa Ana

The former PE ROW/Santa Ana River Bridge is a historic-period steel truss bridge located in the City of Santa Ana and built for the PE Railway in 1905. The structure was evaluated as eligible for the NRHP in 1987 and SHPO concurred with this finding on March 7, 1988. The bridge was found to be eligible under Criterion A for its association with the growth and development of transportation in Orange County and under Criterion C for its aesthetic qualities and as a rare example of a the Pegram truss. Its period of significance is its build date, 1905, through 1938, when the PE Railway went out of business. More recently, a 2011 evaluation of the bridge concurred that the bridge is eligible for the NRHP under Criterion A for its association with the growth and development of transportation in Orange County; and it is eligible for the CRHR under Criterion 1 for its association with events that have made a significant contribution to the patterns of California's history and cultural heritage, and under Criterion 3 for its distinctive characteristics and value as a rare example of the Pegram truss. The historic property boundary is limited to the bridge itself.

The proposed Project would retrofit the former PE ROW/Santa Ana River Bridge to construct the path, permanently incorporating the resource into the proposed Project and resulting in an actual use of the resource as defined in Section 2.1. Retrofitting the former PE ROW/Santa Ana River Bridge would require the bridge deck profile to be raised by approximately 4.5 feet, which would be accomplished by lifting the bridge with jacking

systems and extending the existing bridge piers. During this work, the bridge bearings would also be replaced as part of necessary seismic retrofits. The new reinforced concrete bridge pier extensions would be constructed with similar shape and appearance to the existing bridge piers. Construction activities on the former PE ROW/Santa Ana River Bridge are detailed in Chapter 3.

An HPSR (with appended HRER) was prepared by Jacobs and included a FNAE-No SC, which concluded that the proposed Project as described would have ‘No Adverse Effect’ on the former PE ROW/Santa Ana River Bridge. The FNAE-No SC describes how the proposed Project would not cause adverse direct or indirect effects, including changes in the character of the property’s use or of physical features within the property's setting that contribute to its historic significance, or introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features. Therefore, there would be no adverse effects on the former PE ROW/Santa Ana River Bridge as a result of the proposed Project.

The proposed Project satisfies the criteria for a determination of *de minimis* impact with regard to Section 4(f) and the proposed Project’s effect on the former PE ROW/Santa Ana River Bridge based on: 1) the finding of ‘No Adverse Effect’, and 2) incorporation of the recommended minimization measures described in detail in Chapter 7. Caltrans has determined that the Project would not have an adverse effect on this historic property, which is documented in the FNAE-No SC. SHPO concurrence of the FNAE-No SC was obtained on January 29, 2025 (Appendix A).

# Chapter 7 Measures to Minimize Harm to Section 4(f) Resources

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Measures have been identified to avoid and minimize harm to environmental resources during Project construction and operation as discussed in the Project description presented in Chapter 3. These measures are described in further detail in this section. The standard practice measures are incorporated into the proposed Project as required by applicable permits and/or to comply with standard best management practices to minimize potential construction and operational effects to biological resources, cultural resources, aesthetics and visual, noise and vibration, water quality, and public access. These standard practice measures would also benefit Section 4(f) resources by minimizing the potential for harm related to biological resources, cultural resources, aesthetics and visual, noise and vibration, water quality, and public access due to proposed Project construction and operation.

Project activities would be limited to existing ROW and would incorporate specific measures to avoid and minimize harm to Section 4(f) resources, including the following facilities/amenities throughout the corridor, where feasible:

- Installation of fencing between the shared use path and adjacent private properties to minimize trespass where existing walls or vegetated buffers are not sufficient.
- Removal of existing landscaping and installation of new landscaping, including drought-tolerant and native plants, new trees, replacement plantings, and irrigation would be installed where appropriate.
- Pedestrian-scale lighting along the shared use path.
- New and relocated utilities including electrical, communications, water, gas, and fiber optic lines.
- Trail amenities such as trailheads, drinking fountains, bike repair stations, warning signage, interpretive signage, wayfinding signage, regulatory signage, public art, and benches.

## 7.1 Santa Ana River Trail

The following measures would be implemented to minimize impacts to the Santa Ana River Trail and its users:

- **Caltrans Standard Specification Section 5-1.39, Damage Repair and Restoration:** Before Contract acceptance, restore damaged work to the same state of completion as before the damage. Restoration of damaged work includes restoration of erected falsework and formwork.
- **Caltrans Standard Specifications Section 7-1.03 Public Convenience:** Construction activities must not inconvenience the public or abutting property owners. Schedule and conduct work to avoid unnecessary inconvenience to the public and abutting property owners. Avoid undue delay in construction activities to reduce the public's exposure to construction. Upon completion of rough grading or placing any subsequent layer, bring the surface of the roadbed to a smooth and even condition, free of humps and depressions, and satisfactory for the use of the public. After subgrade preparation for a specified layer of material has been completed, repair any damage to the roadbed or completed subgrade, including damage caused by public use.
- **Caltrans Standard Specifications Section 7-1.04 Public Safety:** Do not construct a temporary facility that interferes with the safe passage of traffic. Control dust resulting from the work, inside and outside the right of way. Move workers, equipment, and materials without endangering traffic. Whenever your activities create a condition hazardous to the public, furnish, erect and maintain those fences, temporary railing, barricades, lights, signs, and other devices and take any other necessary protective measures to prevent damage or injury to the public. Provide flaggers whenever necessary to ensure that the public is given safe guidance through the work zone.
- If needed, a detour will be provided to minimize impacts to users of the Santa Ana River Trail. This detour will be agreed upon by OCTA and OC Parks and will be included in the proposed Project's Traffic Management Plan (TMP), which is discussed further in Section 7.6.

## 7.2 Cultural Resources

Creative reuse of the NRHP-eligible former PE ROW/Santa Ana River Bridge across the Santa Ana River would include consistency with aesthetic and historic design treatments, including:

- Materials, color, and other aesthetic design treatments, for both the new bridge and the retrofit of the former PE ROW/Santa Ana River bridge, would be integrated into

the Project design to the extent feasible. These aesthetic design treatments would minimize impacts by limiting new sources of light and glare that would affect the surrounding areas, and by ensuring bridge design is compatible with the historical character and the aesthetic quality of the existing built environment.

In addition to implementing measures to minimize and avoid harm to known historic sites, if previously unidentified cultural materials are unearthed during Project construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find.

### **7.3 Aesthetics and Visual**

The Project would incorporate the following measure to avoid or minimize negative visual effects and/or improve aesthetics in the Project area:

- All new lighting for the Project would be down-shielded to avoid glare onto neighboring properties.

### **7.4 Noise and Vibration**

The following measures, as based on Caltrans Standard Specifications Section 14-8.02, would be required to be implemented to minimize noise and vibration disturbances at sensitive receptors during periods of construction:

- Control and monitor noise resulting from work activities. Do not exceed 86 A-weighted decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.
- Implement a construction noise and vibration-monitoring program to limit the impacts.
- Plan noisier operations during times of least sensitivity to receptors.
- Keep noise levels relatively uniform, and avoid impulsive noises.
- Maintain good public relations with the community to minimize objections to the unavoidable construction impacts. Provide frequent activity update of all construction activities.

## 7.5 Water Quality

The following measures implemented by the Project to address permit requirements would minimize temporary or permanent water quality impacts created by the Project:

- **Education for Property Owners, Operators, Tenants, Occupants, or Employees.** Relevant local jurisdictions would provide their affected personnel with general Water Quality Management Plan education materials from the Santa Ana River Region Stormwater Management Plan and/or California Regional Water Quality Control Board, Santa Ana Region, California Stormwater Quality Association BMP Handbook, or other appropriate sources. Signage with educational material along the trail has also been proposed for trail users. These educational materials would include general housekeeping practices that prevent pollutant loading on site stormwater runoff and other BMPs that eliminate or reduce pollutant loading during subsequent Project improvements.
- **Activity Restrictions.** The types of activities allowed within the Project would be limited to those that are in accordance with the OCFCD and Cities of Garden Grove and Santa Ana's codes, regulations, and zoning ordinances. Activities such as staging or stockpiling construction and landscaping materials or wastes in areas where they can be discharged to storm drains would be prohibited. Maintenance would be carried out in accordance with applicable regulations and conditions to prevent discharge of non-stormwater contaminants. Additionally, vehicle maintenance and washing would be prohibited since it is not a feature of the Project or associated Project activities.
- **Common Area Litter.** There is no common area proposed for the Project. Windblown trash and littering are the primary anticipated source of litter. The trail would be inspected monthly and prior to the storm season (October 1st), and any accumulation of trash or debris would be removed.
- **Drainage Swales.** Proposed vegetated drainage swales along the length of the trail would be installed and maintained to collect and treat stormwater runoff. The swales would be inspected and maintained monthly and prior to the storm season (October 1st); and any accumulation of sediment, trash, or debris would be removed to ensure the drainage swales are functioning properly.
- **Infiltration Strips.** An infiltration strip adjacent to the paved trail would be installed and maintained to infiltrate and treat stormwater runoff. The infiltration strips would

be inspected and maintained monthly and prior to the storm season (October 1st); and any accumulation of sediment, trash, or debris would be removed to ensure the infiltration strips are functioning properly.

## **7.6 Public Access**

Prior to Project construction, a Traffic Management Plan (TMP) would be prepared in consultation with the appropriate agencies to avoid or minimize potential disruptions to local access, roadways, and pedestrian and bicycle facilities during construction. The TMP would identify construction-related traffic delays and alternate detour routes for emergency and medical vehicles associated with essential public services. The planned Project construction would be phased to minimize access interruptions at the Santa Ana River Trail.





## **Chapter 8 Public Coordination**

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Public agencies with jurisdiction of the affected Section 4(f) sites described in this document would have the opportunity to review and comment on the Section 4(f) determinations presented in this report. These agencies include Caltrans, OCTA, County of Orange, the cities of Garden Grove and Santa Ana, GGUSD, and SAUSD.

### **8.1 Agency Coordination**

OCTA conducted project development team (PDT) meetings to inform responsible agencies of the Section 4(f) properties closest to the Project footprint and to discuss use determinations and potential proximity impacts. The PDT is composed of Caltrans and external representatives that are responsible and required to plan and carry out the development of the Project. This coordination included an October 4, 2024, meeting with the City of Santa Ana, the City of Garden Grove, and OC Flood to discuss anticipated proximity impacts at Fairview Triangle, Rosita Park, and Willowick Golf Course. OCTA also met with OC Parks on November 7, 2024, to discuss the proposed Project's temporary occupancy of the Santa Ana River Trail. Caltrans sent a formal request to OC Parks for their concurrence with the temporary occupancy conditions for the Santa Ana River Trail on November 27, 2024. OC Parks provided their concurrence with the Section 4(f) temporary occupancy determination on January 16, 2025 (Appendix B).

### **8.2 *De Minimis* Impact Findings Memorandum**

OCTA submitted a Section 4(f) *De Minimis* Impact Findings Memorandum to Caltrans, as part of SHPO review of the FNAE-No SC for proposed Project impacts on the former PE ROW/Santa Ana River Bridge. SHPO concurrence with the FNAE-No SC and Section 4(f) *de minimis* determinations was received on January 29, 2025.

### **8.3 Public Review of *De Minimis* Determination**

Following incorporation of the input and concurrence from SHPO, for findings on the former PE ROW/Santa Ana River Bridge, and OC Parks, for the temporary occupancy of the Santa Ana River Trail, the Draft Section 4(f) *De Minimis* Determination document will be made available to the public for two weeks. This document will be available on the OC Connect Project website (<https://www.octa.net/programs-projects/programs/plans-and-studies/oc-connect/>) or as a physical copy upon request to OCTA. Distribution of the document via the Project website or by physical copy upon

request will provide members of the general public with the opportunity to review the Draft Section 4(f) *de minimis* determination.

## **Chapter 9** Summary of Findings

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The proposed Project's creative reuse of the former PE ROW/Santa Ana River Bridge would result in a finding of no adverse effect in compliance with Section 106 regulations and would constitute a *de minimis* impact. SHPO concurrence on this finding of no adverse effect was received on January 29, 2025 (Appendix A). A copy of this concurrence will be provided as an appendix to this document prior to making these findings available to the public on the Project website. Therefore, the requirements of 23 USC 138 and 149 USC 303 have been satisfied. This finding is considered valid unless new information is obtained or the proposed Project changes such that a new analysis is needed.



# Chapter 10 List of Technical Studies and References

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City of Garden Grove. 2024. Maps and GIS Services - Zoning Map.

<https://ggcity.org/maps/zoning-land-use/>.

Federal Highway Administration. 2012. Section 4(f) Policy Paper. July 20.

<https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx>.

Garden Grove Unified School District (GGUSD). 2018. Administrative Regulation 3135.4

Jacobs. 2024a. *OC Connect Historic Property Survey Report*.

Jacobs. 2024b. *OC Connect Aesthetics and Visual Impact Technical Memorandum*.

Jacobs. 2024c. *OC Connect Noise and Vibration (Construction-related) Technical Memorandum*.

Jacobs. 2024d. *OC Connect Water Quality Assessment Report*.

Jacobs. 2024e. *OC Connect Finding of No Adverse Effect without Standard Conditions - Secretary of the Interior's Standards for the Treatment of Historic Properties*.

Jacobs. 2024f. *OC Connect: Garden Grove to Santa Ana Draft Natural Environment Study (Minimal Impacts)*.

Santa Ana Unified School District (SAUSD). 2022. Administrative Regulation No:1330.

Wildlands Conservancy. n.d. Santa Ana River Trail and Parkway.

<https://wildlandsconservancy.org/santaanarivertrail>



# **Appendix A** SHPO Concurrence

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**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000 FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov [www.ohp.parks.ca.gov](http://www.ohp.parks.ca.gov)

January 29, 2025

VIA EMAIL

In reply refer to: FHWA\_2024\_1127\_001

Ms. Julia Prince-Buitenhuys  
Cultural Studies Office  
Division of Environmental Analysis  
PO Box 942873, MS-27  
Sacramento, CA 94273-0001

Subject: Finding No Adverse Effect for the Proposed OC Connect Project in Orange County, California

Dear Ms. Prince-Buitenhuys:

Caltrans is continuing consultation regarding the above project in accordance with the in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California (2024) (2024 106 PA)*. As part of your documentation, Caltrans submitted a Finding of No Adverse Effect Report (FNAE) for the above project.

Orange County Transportation Authority (OCTA), in cooperation with Caltrans, the Cities of Garden Grove and Santa Ana, and Orange County Public Works propose the construction of a multi-use trail within the Cities of Santa Ana and Garden Grove, as well as Orange County Public Works right-of-way. Caltrans previously consulted with the SHPO on the determinations of eligibility and ineligibility of historic properties within the APE. The SHPO concurred on the determinations on December 18, 2024. Caltrans is now consulting on the proposed finding of no adverse effect for the undertaking.

Caltrans documented the following two historic properties as a result of identification and consultation efforts:

- Old Pacific Electric Railroad/ Santa Ana River Bridge (MR 6; P-30-161847) (Criteria A, C)
- Quonset Huts (1424 N Susan Street, Santa Ana, Orange County) (Criterion C)

Caltrans applied the Criteria of Adverse Effect set forth in 36 CFR § 800.5(a)(1) and found that the Undertaking will have no adverse effect on historic properties within the area of potential effect for the project. The Bridge will be repurposed with compatible use of carrying a path rather than rail and contributing features of the bridge will not be adversely affected in the rehabilitation process. Portions being modified are either not contributing features of the bridge, or else are being rehabilitated in such a way that are consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties. The Quonset huts will additionally not be adversely affected. The light poles and illumination being introduced for the path are at an elevation and positioning that will not make a notable impact to the Quonset huts' setting.

Based on my review of the submitted documentation, I do not object to Caltrans' finding of no adverse effect for this undertaking.

If you have any questions, please contact Natalie Lindquist at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal stroke extending to the right.

Julianne Polanco  
State Historic Preservation Officer

# **Appendix B** OC Parks Concurrence

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January 16, 2024  
Alben Phung  
Branch Chief, Senior Environmental Scientist  
California Department of Transportation, District 12  
1750 E 4th St #100  
Santa Ana, CA 92705

**Subject: Orange County (OC) Connect Project (Federal ID No. ATPL 6071 (165))  
Section 4 (f) Resource Analysis Relating to the Santa Ana River Trail**

Dear Mr. Phung:

OC Parks has reviewed the memo for the Santa Ana River Trail Temporary Occupancy Determination Memo for the OC Connect Project (Federal ID No. ATPL 6071 (165)), dated November 27, 2024. This document was prepared in accordance with the Department of Transportation Act of 1966 (49 USC 303) as part of the overall environmental review process for the OC Connect Project (Federal ID No. ATPL 6071 (165)) to assess potential impacts to the Santa Ana River Trail. This evaluation concludes that the proposed project would satisfy the five conditions for temporary occupancy identified in 23 CFR 774.13(d). A temporary occupancy of this resource with the implementation of a temporary detour plan would not interfere with the activities or purposes of the resource.

As the agency with jurisdiction over the Santa Ana River Trail, OC Parks concurs with the temporary occupancy determination. Accordingly, by virtue of the authorized signature below, please be advised that OC Parks has reviewed the Santa Ana River Trail Temporary Occupancy Determination Memo and is in agreement with the determination that the proposed project does satisfy the conditions for a temporary occupancy.

OC Parks formally requests that the Orange County Transportation Authority (OCTA) provide a copy of the detour plan and Traffic Management Plan at such time the plans are ready, for review and comment by OC Parks. OC Parks looks forward to working with OCTA to identify the appropriate options for a temporary detour route for the Santa Ana River Trail during the bridge retrofit construction.

If you have any questions, please contact me at [Brian.Kurnow@ocparks.com](mailto:Brian.Kurnow@ocparks.com).

Sincerely,

  
Brian Kurnow  
OC Parks Entitlement Division Manager