

HUMAN ENVIRONMENT

2.1 Land Use

This section is based on a review of local planning documents and the Southern California Association of Governments (SCAG) database (2008) by jurisdiction, as well as information from the Community Impact Assessment (March 2019), and Appendix A, Preliminary *de minimis* Section 4(f) Evaluation (Appendix A).

2.1.1 Existing and Future Land Use

The land use analysis includes the project limits (the physical area that would be directly affected by the Build Alternatives (including Design Option B) and the impacted cities, including the Cities of Laguna Hills, Laguna Woods and Lake Forest.

2.1.1.1 Existing Land Uses

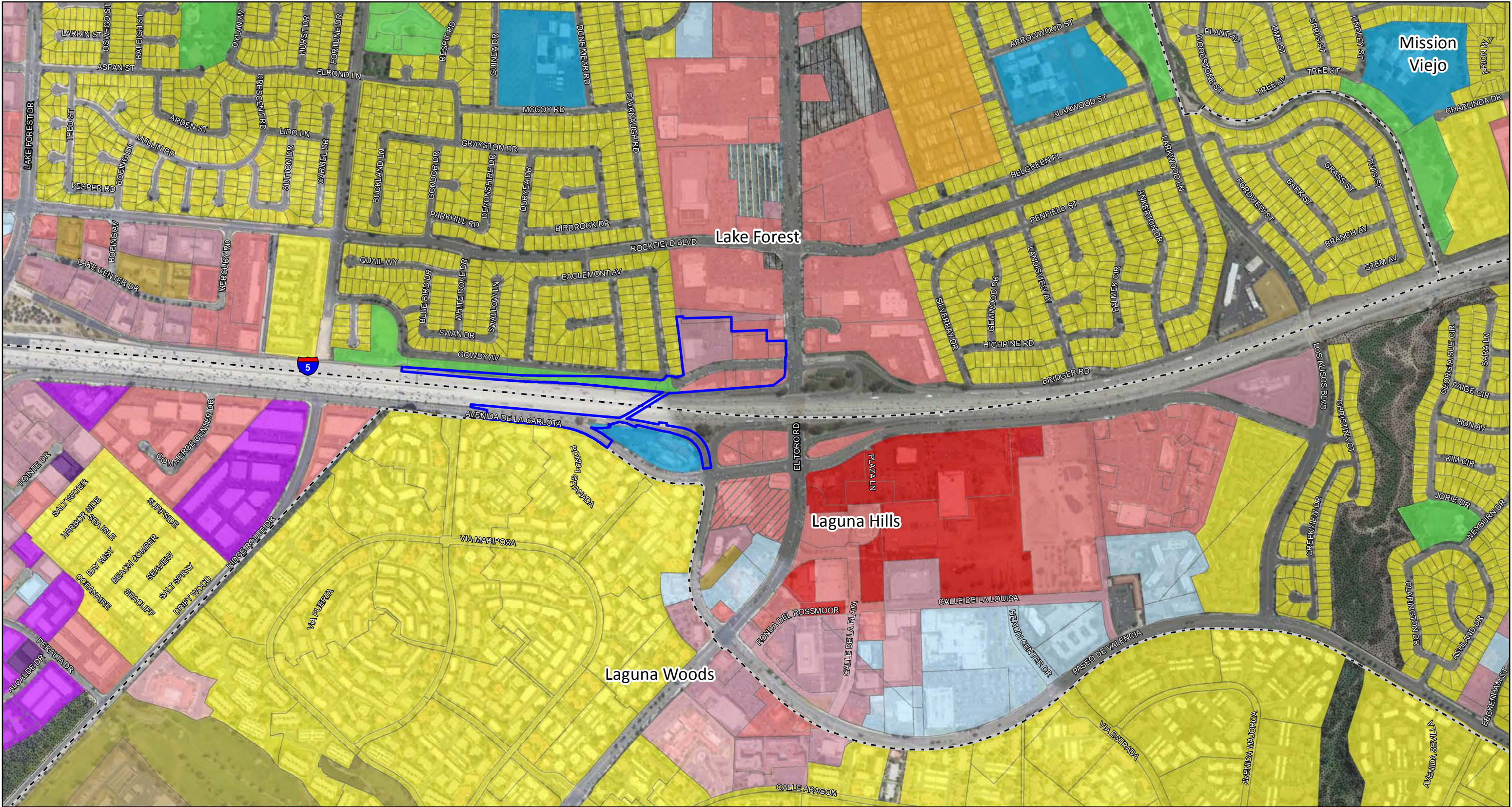
As shown on Figure 2.1-1, the primary existing land uses immediately adjacent to and east of Interstate 5 (I-5) consist of a mix of open space/recreational areas, commercial services and residential uses. Similarly, existing land uses immediately adjacent to and west of I-5 consist of commercial services, educational, a regional shopping center, and residential uses. The acreage and percentages of existing land uses in the project limits are shown in Table 2.1.1. As indicated in Table 2.1.1, 11.42 acres, or 29.81 percent of the project limits, consists of retail stores and commercial service uses in the cities of Laguna Hills and Lake Forest. The Study Area also includes a large regional shopping center along the east side of I-5 in the vicinity of the I-5/EI Toro Road Interchange within the City of Laguna Hills.

Table 2.1.1: Existing Land Uses within the Project Limits

Existing Land Use ¹	Acres				Percentage
	Laguna Hills	Laguna Woods	Lake Forest	Total in Acres	
Educational Facilities	3.55	0	0	3.55	9.26%
Public Facilities	0.03	0	0	0.03	0.08%
Office Use	0.55	0	3.55	4.10	10.71%
Local Parks and Recreation	0	0	5.10	5.10	13.31%
Mixed Urban	4.91	0	0	4.91	12.82%
Multifamily Residential	0.17	0.87	0	1.04	2.73%
Regional Shopping Center	7.90	0	0	7.90	20.62%
Retail Stores and Commercial Services	5.88	0	5.54	11.42	29.81%
Single-Family Residential	0	0	0.03	0.03	0.07%
Transportation	0	0	0.12	0.12	0.31%
Vacant	0.11	0	0	0.11	0.28%
Grand Total	23.10	0.87	14.33	38.31	100.00%

Source: Southern California Association of Governments (SCAG) (2008).

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LEGEND

- Footprint - Alternative 2
- City Boundary
- Existing Caltrans Right of Way

Residential

- Single Family Residential
- Multi-Family Residential
- Other Residential

Commercial

- General Office Use
- Regional Shopping Center
- Retail Stores and Commercial Services

Hotels and Motels

- Other Commercial
- Mixed Urban
- Industrial
- Light Manufacturing
- Heavy Industrial

Open Space and Recreation

- Golf Courses
- Local Parks and Recreation
- Other
- 1700, Under Construction
- Vacant
- Unknown

Public Facilities

- Education - K-12
- Communication and Utility Facilities
- Facilities

FIGURE 2.1-1

Sheet 1 of 3

I-5/El Toro Road Interchange Project

Existing Land Use

Alternative 2

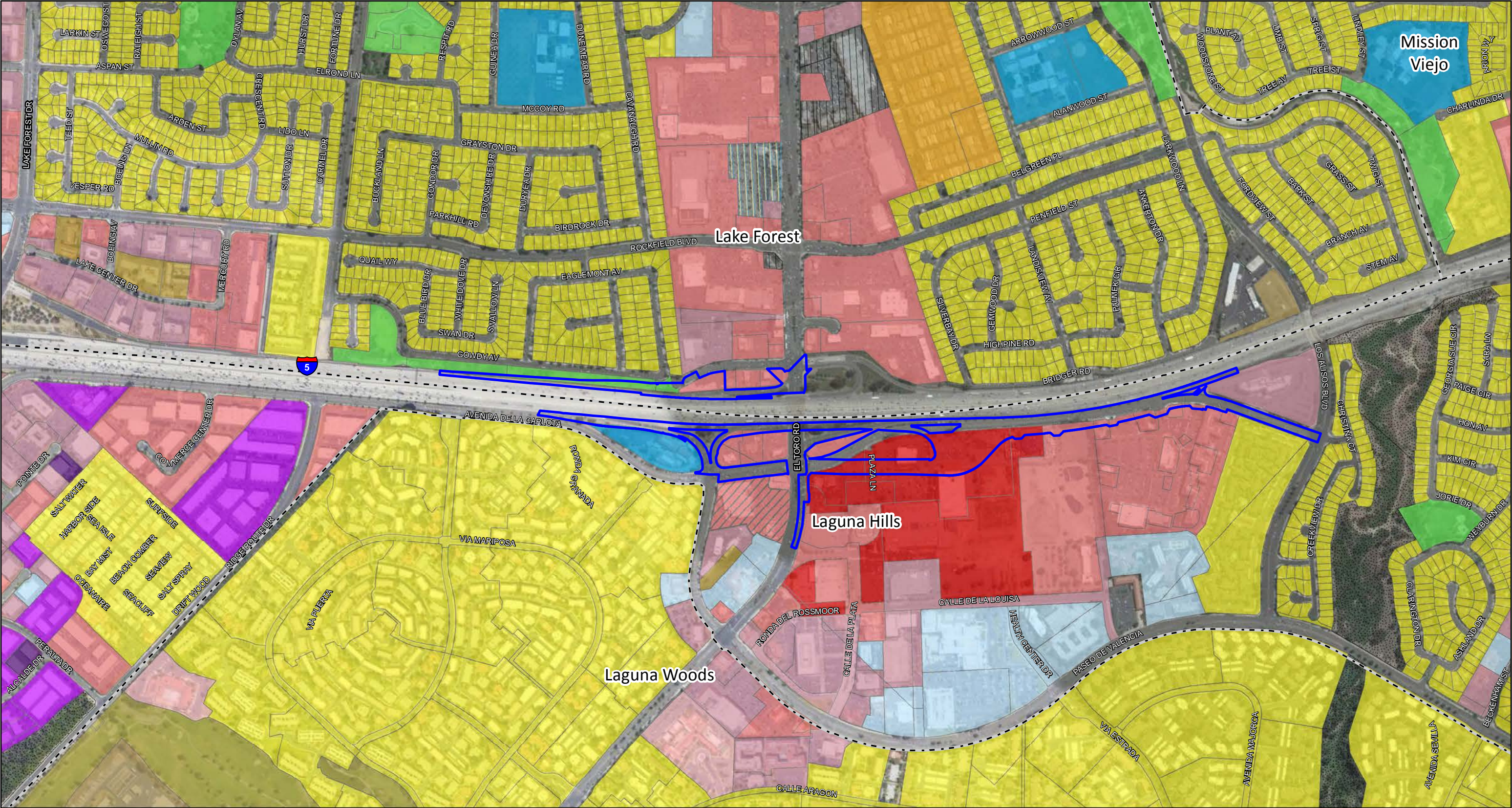
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SOURCE: Google (2017); Caltrans (10/3/2018); SCAG (2008)

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LEGEND

- Footprint - Alternative 4
- City Boundary
- Existing Caltrans Right of Way

Residential

- Single Family Residential
- Multi-Family Residential
- Other Residential

Commercial

- General Office Use
- Regional Shopping Center
- Retail Stores and Commercial Services

Hotels and Motels

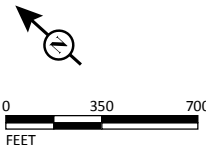
- Other Commercial
- Mixed Urban
- Industrial
- Light Manufacturing
- Heavy Industrial

Open Space and Recreation

- Golf Courses
- Local Parks and Recreation
- Other
- 1700, Under Construction
- Vacant
- Unknown

Public Facilities

- Education - K-12
- Communication and Utility Facilities
- Facilities



SOURCE: Google (2017); Caltrans (10/3/2018); SCAG (2008)

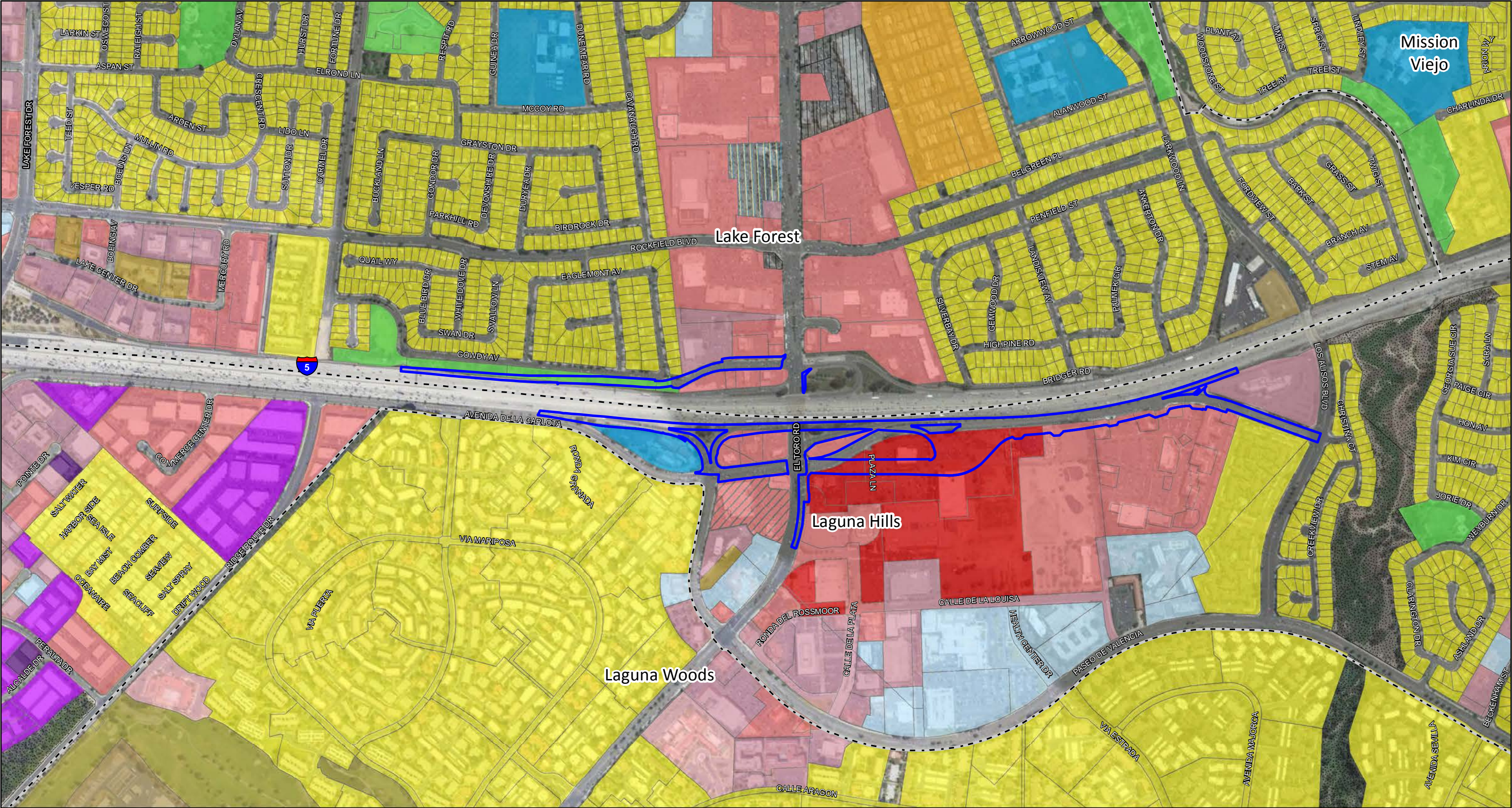
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FIGURE 2.1-1

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I-5/El Toro Road Interchange Project
Existing Land Use
Alternative 4
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LEGEND

- Footprint - Alternative 4 with Design Option B
- City Boundary
- Existing Caltrans Right of Way

Residential

- Single Family Residential
- Multi-Family Residential
- Other Residential

Commercial

- General Office Use
- Regional Shopping Center
- Retail Stores and Commercial Services

Hotels and Motels

- Other Commercial
- Mixed Urban
- Industrial
- Light Manufacturing
- Heavy Industrial

Open Space and Recreation

- Golf Courses
- Local Parks and Recreation
- Other
- 1700, Under Construction
- Vacant
- Unknown

Public Facilities

- Education - K-12
- Communication and Utility Facilities
- Facilities



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SOURCE: Google (2017); Caltrans (10/3/2018); SCAG (2008)

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FIGURE 2.1-1

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I-5/El Toro Road Interchange Project

Existing Land Use
Alternative 4 with Design Option B

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2.1.1.2 General Plan Land Uses

Commercial use makes up the largest category of planned future land uses within the project limits, followed by recreational/open space and residential. The existing land uses in the project limits are consistent with the land use designations in the General Plans of the Cities of Laguna Hills, Laguna Woods and Lake Forest. General Plan land use designations within the project limits are summarized below; the planned future land uses as outlined in each city's General Plan Land Use Element within the project limits is shown in Figure 2.1-2.

City of Laguna Hills

General Plan land use designations within the City of Laguna Hills immediately southwest of I-5 consist primarily of commercial and residential uses, followed by mixed-use and then recreational/open space. The General Plan land use designations are generally consistent with the existing land use patterns.

City of Laguna Woods

General Plan land use designations within the City of Laguna Woods immediately west of I-5 consist primarily of commercial and residential uses, followed by community facilities. The General Plan land use designations are generally consistent with the existing land use patterns.

City of Lake Forest

General Plan land use designations within the City of Lake Forest immediately east of I-5 are primarily commercial and residential uses, followed by recreational/open space, and institutional uses. The General Plan land use designations are generally consistent with the existing land use patterns.

2.1.1.3 Development Trends

Today, Orange County is home to nearly 3.2 million residents. It is one of the densest and most populous counties in the State. Eight percent of California's population resides in Orange County (0.5 percent of the State's land area). Orange County residents live throughout 34 cities and unincorporated areas of the county. As discussed above, the project limits are primarily in the cities of Lake Forest, Laguna Hills and Laguna Woods.

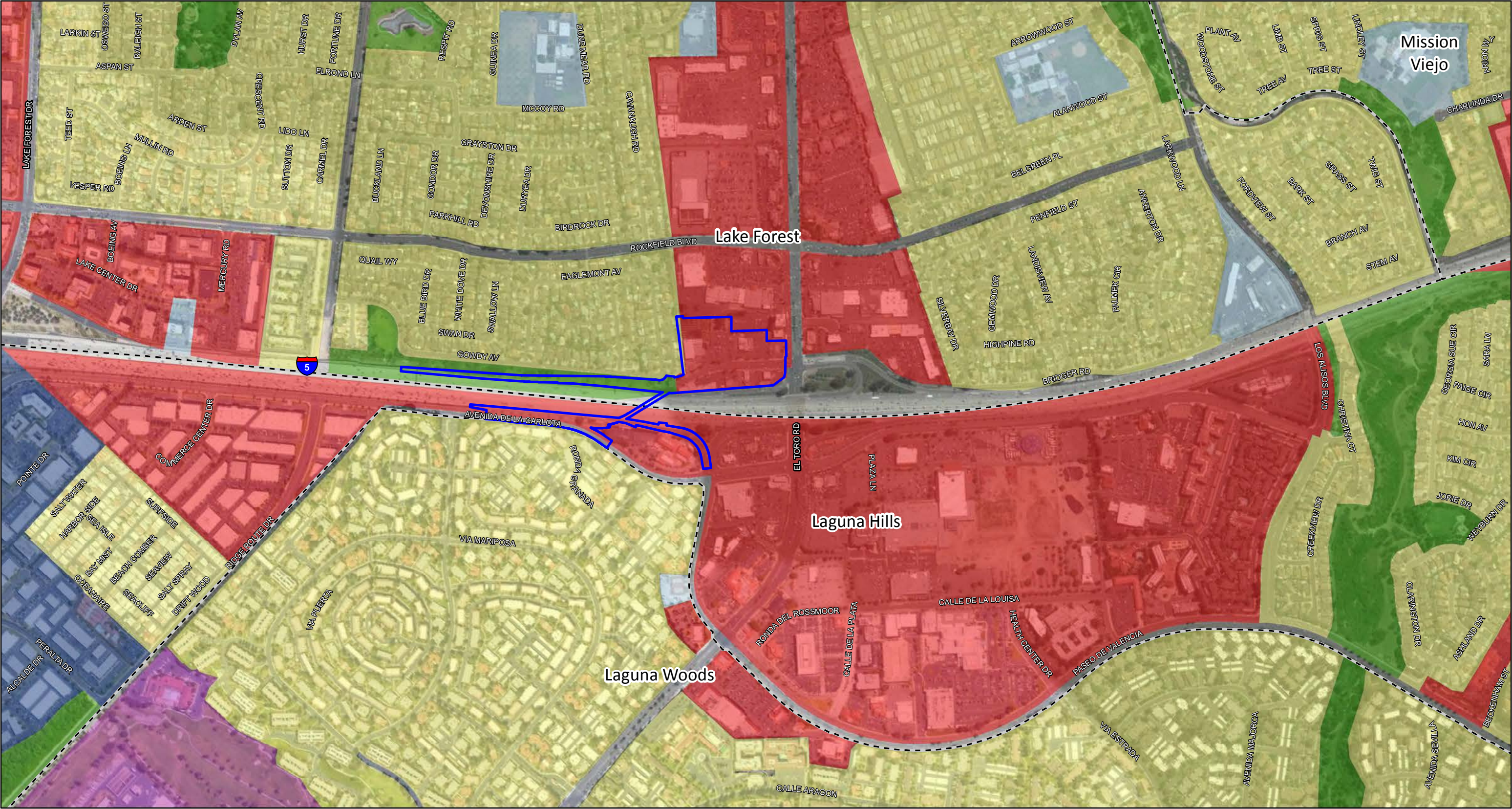
The population in Orange County is trending up, as is the case for the affected cities in the project limits. Table 2.1.2 illustrates the population trends in Orange County and the affected cities between 2010 and 2018.

Table 2.1.2: Population Trends (2010–2018)

County and City Population	2010	2016	2018
Orange County	3,010,232	3,183,011	3,221,103
Lake Forest	77,264	81,903	84,845
Laguna Hills	30,344	30,935	31,818
Laguna Woods	16,162	16,513	16,597

Sources: Southern California Association of Governments 2017 Local Profile-2016 Statistical Summary for Orange County California, U.S. Census Bureau American Community Survey, 2015, California Department of Finance E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change, May 2018, California Department of Finance, Total Estimated and Projected Population for California and Counties, 2010 to 2060 in 1-Year Increments

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LEGEND

- Footprint - Alternative 2
- City Boundary

General Plan Land Use

- Commercial
- Institutional
- Mixed-Use
- Recreational
- Recreational/Open Space
- Residential



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SOURCE: Google (2017); Caltrans (10/3/2018); Laguna Hills (2012); Laguna Woods (2012); Lake Forest (2012); Mission Viejo (2012)

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FIGURE 2.1-2

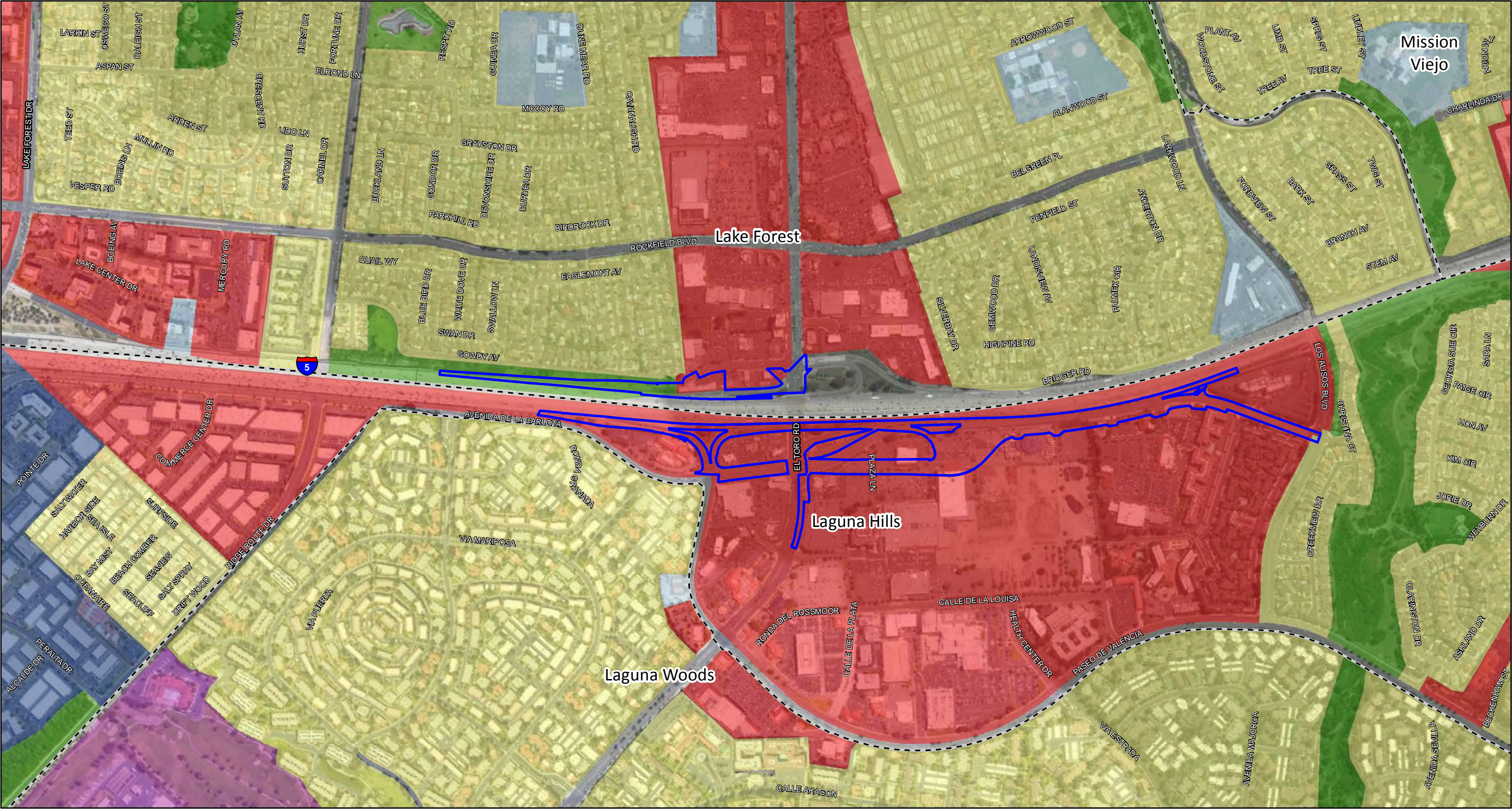
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I-5/El Toro Road Interchange Project
General Plan Land Use
Alternative 2

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LEGEND

- Footprint - Alternative 4
- City Boundary

General Plan Land Use

- Commercial
- Institutional
- Mixed-Use
- Recreational
- Recreational/Open Space
- Residential



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SOURCE: Google (2017); Caltrans (10/3/2018); Laguna Hills (2012); Laguna Woods (2012); Lake Forest (2012); Mission Viejo (2012)

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FIGURE 2.1-2

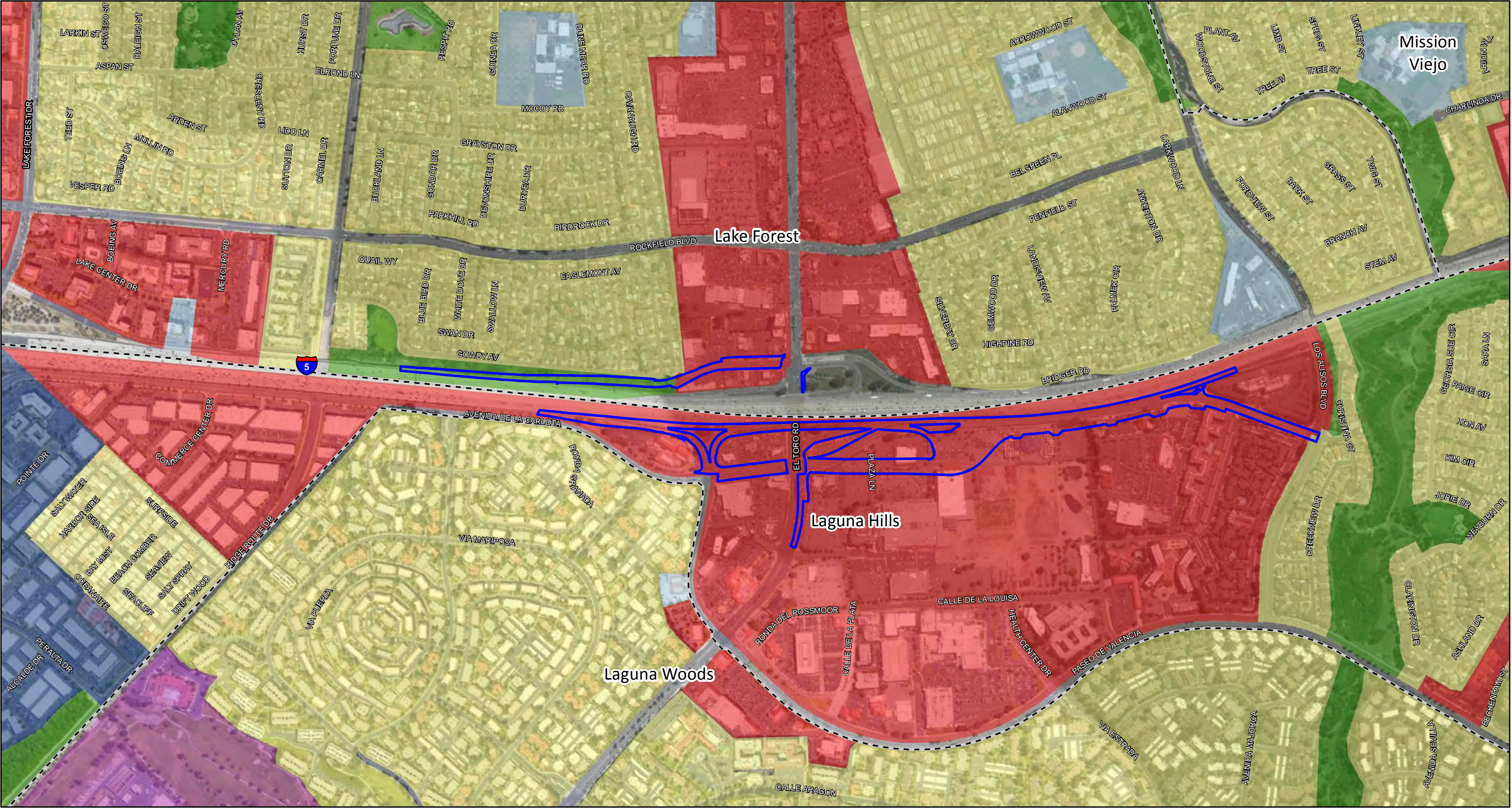
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I-5/El Toro Road Interchange Project
General Plan Land Use
Alternative 4

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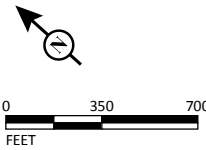


LEGEND

- Footprint - Alternative 4 with Design Option B
- City Boundary

- General Plan Land Use
- Commercial
 - Institutional
 - Mixed-Use

- Recreational
- Recreational/Open Space
- Residential



SOURCE: Google (2017); Caltrans (10/3/2018); Laguna Hills (2012); Laguna Woods (2012); Lake Forest (2012); Mission Viejo (2012)

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FIGURE 2.1-2
Sheet 3 of 3

I-5/El Toro Road Interchange Project
General Plan Land Use
Alternative 4 with Design Option B

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Approved and planned projects in the vicinity of the project limits are described further in Section 2.15, Cumulative Impacts, in Table 2.15.1, and shown on Figure 2.15-1.

2.1.1.4 Environmental Consequences

Temporary Impacts

Existing Land Use

Build Alternatives (Alternatives 2 and 4 [including Design Option B])

Alternative 2

Table 2.1.3 and Figure 2.1-1 show existing land use impacts for both Build Alternatives (including Design Option B). As shown in Table 2.1.3, 0.07 acre of existing educational facilities would be impacted by temporary construction easements (TCEs) under Alternative 2. A small TCE that is currently used as an education facility by St. George's Episcopal Church along Avenida De La Carlota would be needed to allow construction of the southbound I-5 off-ramp.

Table 2.1.3: Existing Land Use Impacts

	Existing Land Use ¹	Alternative 2 (acres)	Alternative 4 (acres)	
			Alternative 4	Design Option B
TCE	Educational Facility	0.07	0.10	0.10
	General Office Uses	0	0	0.02
	Local Parks and Recreation/Open Space	0	1.84	0
	Mixed Urban Uses	0	0	0
	Regional Shopping Center	0	0.46	0.46
	Retail Stores and Commercial Services	0	0.41	0.49
TCE Total		0.07	2.80	1.07
Permanent (full and partial) impacts	Educational Facility ²	0.04	0.06	0.06
	General Office Uses	0.03	0.02	0.02
	Local Parks and Recreation/Open Space	1.49	0.95	1.50
	Mixed Urban Uses	0	0.09	0.09
	Regional Shopping Center	0	5.33	5.33
	Commercial Services	0.07	1.28	1.20
Permanent Impacts Total		1.63	7.73	8.20

Sources: Southern California Association of Governments (SCAG) (2008).

¹ Existing land use designations are based on available information from the SCAG database.

² The SCAG database considers St. George's Episcopal Church as an educational facility, because a small portion of the facility serves as a preschool.

TCE = temporary construction easement

Alternative 4

As shown in Table 2.1.3, TCEs required for Alternative 4 would result in the use of 0.10 acre of an existing educational facility, 1.84 acres of existing local parks and recreational uses and open space, 0.46 acre of a regional shopping center, and 0.41 acre of existing retail stores and commercial services. TCEs required for Alternative 4 occur mainly along Bridger Road and Cavanaugh Mini Park to allow access for the construction of the northbound I-5 on-ramp. In addition, TCEs would be required from many parcels along Avenida De La Carlota for the construction of the on- and off-ramps for southbound I-5.

Design Option B

As shown in Table 2.1.3, this design option would result in the use of 0.10 acre of an existing educational facility, 0.02 acre of existing general office uses, 0.46 acre of a regional shopping center, and 0.49 acre of existing retail stores and commercial services for TCEs. Construction of Design Option B would require TCEs along Bridger Road to allow access for the construction of the northbound I-5 on-ramp.

Alternatives 2 and 4 and Design Option B may result in the similar construction related effects that are discussed below:

Staging activities may result in temporary increases in dust and noise levels in the vicinity of the staging areas; however, such activities are not anticipated to interfere with existing uses on the parcels or result in land use conflicts with adjacent businesses and residences near I-5. These impacts would be temporary and would cease when construction is complete. The locations of the parcels that would be affected by these TCEs for both Build Alternatives 2 and 4 and Design Option B are shown on Figures 2.2-4 through 2.2-6 in Section 2.2, Community Impacts.

TCEs may temporarily interfere with accessibility of commercial businesses; the TCEs generally consist of land that is currently used for landscaping, or unimproved areas at the perimeter of parcels, or parking. PF-TRA-1 would address the inconveniences caused by these TCEs and minimization measures REL-1 discussed in Section 2.2 Community Impacts and LU-2 through LU-4 in this section will minimize or avoid these impacts. Therefore, the temporary use of land during the construction of the build alternatives and design option would not result in substantial adverse effects.

No Build Alternative

The No Build Alternative would maintain the current configurations of I-5 in the project limits. Under the No Build Alternative, the Build Alternatives would not be constructed. Therefore, the No Build Alternative would not result in any temporary impacts to the existing land uses.

2.1.1.5 Permanent Impacts

Existing and Planned Land Uses

Build Alternatives (Alternative 2 and 4 [including Design Option B])

As shown in Tables 2.1.3, earlier, and Table 2.1.4, below, the Build Alternatives (including Design Option B) would require the permanent conversion of existing and planned land uses to transportation uses to accommodate the proposed improvements. Detailed permanent acquisition figures are included as Figures 2.2-4 through 2.2-6 in Section 2.2, Community Impacts. In addition, the Build Alternatives will not have an effect on development trends among the affected cities due to the limited availability of vacant land. Most of the new development is in the form of redevelopment of existing uses.

Table 2.1.4: General Plan Land Use Impacts

	General Plan Land Use	Alternative 2 (acres)	Alternative 4 (acres)	
			Alternative 4	Design Option B
Permanent (full and partial) Impacts	Commercial	4.10	13.22	13.99
	Recreational/Open Space	2.25	1.34	2.11
	Residential	0.01	0	0.01
Permanent Impacts Total		6.37	14.56	16.11

Sources: City of Laguna Hills (2012); City of Laguna Woods (2012); City of Lake Forest (2012).

Alternative 2

As shown in Table 2.1.3, Alternative 2 would result in permanent impacts to the use of 0.04 acre of an existing education facility, 0.03 acre of existing general office uses, 1.49 acres of existing local parks and recreational uses and open space, and 0.07 acre of existing commercial services. In addition, as shown in Table 2.1.4, Alternative 2 would result in the conversion of 4.10 acres of land planned for commercial uses, 2.25 acres of land planned for recreational/open space uses, and 0.01 acre of land planned for residential uses into transportation uses, as identified in local General Plans. The areas subject to be fully or partially acquired under Alternative 2 is generally for construction of the new northbound I-5 on-ramp, the new southbound I-5 off-ramp, and a local sidewalk.

Alternative 4

As shown in Table, 2.1.3, Alternative 4 would result in permanent impacts to the use of 0.06 acre of an existing education facility, 0.02 acre of existing general office uses, 0.95 acre of existing local parks and recreational uses and open space, 0.09 acre of existing mixed urban use, 5.33 acre of an existing regional shopping center, and 1.28 acre of existing retail stores and commercial services¹. In addition, as shown in Table 2.1.4, Alternative 4 would result in the conversion of 13.22 acre of land planned for commercial uses and 1.34 acre of land planned for recreational/open space uses, as identified in local General Plans. Similar to Alternative 2, the areas subject to be fully or partially acquired for the Alternative 4 is generally for construction of the new northbound and southbound I-5 on- and off-ramp improvements and a local sidewalk.

Design Option B

As shown in Table 2.1.3, this design option would result in permanent impacts to the use of 0.06 acre of an existing education facility, 0.02 acre of existing general office uses, 1.50 acres of existing local parks and recreational uses and open space, 0.09 acre of existing mixed urban use, 5.33 acre of an existing regional shopping center, 1.20 acres of existing retail

¹ Under Alternative 4, some of the potential permanent impacts to the existing Commercial Services include removing all parking (approximately 30 spaces) on Bridger Road due to the new configuration of the I-5 northbound on-ramp through Bridger Road. However, it should be noted that all the businesses along Bridger Road have their own parking. As the project progresses to the design phase, Caltrans would continue to retain as much on-street parking as possible.

stores and commercial services, and 0.01 acre of existing transportation uses. In addition, as shown in Table 2.1.4, this design option would result in the conversion of 13.99 acres of land planned for commercial uses, 2.11 acres of land planned for recreational/open space uses, and 0.01 acre of land planned for residential uses as identified in local General Plans. The areas subject to be fully or partially acquired for Design Option B is generally for construction of the new northbound I-5 on-ramp.

As discussed above, the permanent acquisition of privately owned parcels and a city-owned parcel (i.e. Cavanaugh Mini Park and the adjacent open space in City of Lake Forest) would be required to accommodate the proposed improvements under the Build Alternatives (including Design Option B). Parcels acquired by the Build Alternatives (including Design Option B) would be converted from their existing land uses to transportation land use. In general, the Build Alternatives (including Design Option B) would improve freeway operation and reduce traffic congestion in the area, and the properties within the project limits would benefit from this improved circulation. The Build Alternatives (including Design Option B) are not going to change the general land use of the project limits. Therefore, the land use compatibility impacts are not considered to be substantial after implementation of minimization measure REL-1 discussed in Section 2.2 Community Impacts and minimization measure LU-4 will ensure the consistency with land uses as designated in the local General Plan. In addition, some of the partial acquisitions may result in the loss of landscaping or setbacks, or are noncompliant with other development standards on the remaining lot. As part of the acquisition process, coordination with the property owner and the local jurisdictions would be undertaken to address any variances needed resulting from noncompliance with minimization measure LU-1 discussed below.

No Build Alternative

The No Build Alternative does not include the construction of transportation improvements in the project limits. As a result, the No Build Alternative would not result in direct or indirect impacts to land use.

2.1.1.6 Avoidance, Minimization, and/or Mitigation Measures

Implementation of minimization measures, as listed below, and REL-1 would avoid and minimize adverse impacts.

LU-1 During final design, in accordance with the Highway Design Manual, design modifications that would minimize or avoid the loss of landscaping and noncompliance with general development standards will be selected, if feasible. If such losses cannot be minimized or avoided and the project still results in the loss of landscaping or other noncompliance with development standards, the California Department of Transportation (Caltrans) will coordinate with the Cities of Laguna Hills, Laguna Woods, and Lake Forest to obtain landscaping or setback variances for properties where the project would reduce the required amount of landscaping below the applicable municipal landscaping and setback requirements.

- LU-2** Prior to construction, the construction contractor will generate time-stamped photo documentation of the preconstruction conditions of all temporary staging areas. All construction access, mobilization, material laydown, and staging areas would be returned to a condition equal to the preconstruction staging condition.
- LU-3** Following completion of the project, areas that are temporarily disturbed by construction activities would be returned to their property owners in the same or better condition than prior to construction. Owners of parcels where TCEs would be required would receive compensation for the temporary use of a portion of their property.
- LU-4** Caltrans will continue to coordinate with the cities of Lake Forest, Laguna Hills, and Laguna Woods to reflect the modification of land use designations for properties that will be acquired for the project that are not currently designated for transportation uses within the Land Use Element of their General Plan.

2.1.2 Consistency with State, Regional, and Local Plans and Programs

This section discusses the consistency of the Build Alternatives (including Design Option B) with SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and SCAG's 2019 Federal Transportation Improvement Program (2019 FTIP), Route Concept Report, the Orange County Transportation Authority (OCTA) Measure M Renewal Ordinance, the OCTA M2020 Plan, the OCTA Long-Range Transportation Plan (LRTP), Orange County Transportation Authority Natural Communities Conservation Plan (NCCP)/Habitat Conservation Plan (HCP) and General Plans of the affected cities.

2.1.2.1 SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the Metropolitan Planning Organization (MPO) for the counties of Orange, Los Angeles, San Bernardino, Riverside, Ventura, and Imperial (SCAG region). SCAG is mandated by the federal government to develop regional plans for transportation, growth management, hazardous waste management, and air quality.

The 2016–2040 RTP/SCS was adopted by SCAG on April 2016, and last amended (Amendment No. 3) in September 2018. SCAG's 2016–2040 RTP/SCS places a greater emphasis on sustainability and integrated planning than previous RTPs and defines three principles that guide future development in the six-county region: mobility, economy, and sustainability. SCAG updates the RTP/SCS every 4 years. Improvements to I-5, including the Build Alternatives (including Design Option B) (FTIP ORA131105), are listed in the 2016–2040 financially constrained RTP/SCS.

2.1.2.2 Southern California Association of Governments Federal Transportation Improvement Program

The FTIP is a capital listing of all transportation projects proposed over a 6-year period for the SCAG region. It is prepared to implement projects and programs listed in the RTP and is developed in compliance with State and federal requirements. A

new FTIP is prepared and approved every 2 years. These funded projects include highway improvements; transit, rail, and bus facilities; carpool lanes; signal synchronization; intersection improvements; freeway ramps; and other related improvements.

Federal law requires that all federally funded projects and regionally significant projects (regardless of funding) must be listed in an FTIP. Improvements to I-5, including the Build Alternatives (including Design Option B) (FTIP ORA131105), are listed in the 2019 FTIP.

2.1.2.3 Route Concept Report

A Route Concept Report (RCR) was prepared and developed by the California Department of Transportation (Caltrans) District 12 Division of Planning and was approved in April 2000. The RCR shows I-5 as an ultimate 10-lane facility with four mixed-flow lanes, one to two high-occupancy-vehicle (HOV) lanes and auxiliary lanes, where feasible, in each direction from 0.1 mile south of Avenida Pico to the Los Angeles County line. The RCR is compatible with the RCRs prepared for this route by Caltrans District 7 (Los Angeles County) and Caltrans District 11 (San Diego County), which also show HOV, mixed-flow, and auxiliary lanes extending to the Los Angeles County/Orange County and San Diego County/Orange County lines, respectively.

2.1.2.4 Master Plan of Arterial Highways/Long Range Transportation Plan

The County of Orange created the Master Plan of Arterial Highways (MPAH) in 1956. The purpose of this plan is to ensure that a regional highway network would be planned, developed, and preserved in order to improve the County's existing freeway system. Orange County Transportation Authority (OCTA) is responsible for administering the MPAH.

The OCTA's Long-Range Transportation Plan (LRTP) outlines a vision for multimodal transportation improvements throughout Orange County. These projects, programs, and improvements are designed to address the transportation needs of Orange County residents, commuters, and visitors for the next 25 years. OCTA prepares the LRTP every 4 years to account for new planning efforts, as well as changes in demographics, economic conditions, and available sources of transportation funding. The 2018 LRTP includes the improvement of the I-5/EI Toro Road Interchange.

2.1.2.5 Measure M Renewal Ordinance

In 1990, Orange County voters approved Measure M, a 0.5-cent sales tax for transportation improvements that was scheduled to sunset in 2011. On November 7, 2006, the county's voters renewed Measure M for a 30-year extension through 2041 and approved a continuation of transportation improvements through the Measure M Transportation Investment Plan (M2). By 2041, the M2 program plans to deliver approximately \$15.5 billion worth of transportation improvements to Orange County. Major improvement plans target Orange County freeways, streets and roads, and transit and environmental programs. The improvement to the I-5/EI Toro Road Interchange was included in project "B" in the M2 program and is subject to the

provisions of OCTA's M2 Ordinance. Attachment B, Section II.A.4, of the M2 Ordinance contains the following language related to the design of freeway projects funded by M2:

“Freeway Projects will be built largely within existing rights of way using the latest highway design and safety requirements. However, to the greatest extent possible within the available budget, Freeway Projects shall be implemented using Context Sensitive Design, as described in the nationally recognized Federal Highway Administration (FHWA) Principles of Context Sensitive Design Standards. Freeway Projects will be planned, designed and constructed using a flexible community responsive and collaborative approach to balance aesthetic, historic and environmental values with transportation safety, mobility, and maintenance and performance goals. Context Sensitive Design features include: parkway-style designs; environmentally friendly, locally native landscaping; sound reduction; improved wildlife passage and aesthetic treatments, designs and themes that are in harmony with the surrounding communities.”

2.1.2.6 Orange County Transportation Authority Natural Community Conservation Plan/Habitual Conservation Plan

OCTA's NCCP/HCP was approved with Federal and State resource agencies as signatories. The purpose of the OCTA NCCP/HCP is to provide an effective framework to protect native biological diversity, habitat for native species, natural communities, and local ecosystems throughout Orange County (i.e., the Plan Area), while improving and streamlining the environmental permitting process for impacts of Covered Activities on sensitive, threatened, and endangered species and their habitats. Environmental impacts will be mitigated under OCTA's M2 Environmental Mitigation Program. The goals of the Environmental Mitigation Program are to engage in comprehensive mitigation to provide higher-value environmental benefits such as habitat protection, wildlife corridors/linkages, and resource preservation, in exchange for a streamlined project review and permitting process for the freeway program. The Build Alternatives are considered a covered action and conform with OCTA's NCCP/HCP, Implementing Agreement, and the NCCP/HCP Agreement.

2.1.2.7 City of Laguna Hills General Plan

The City of Laguna Hills General Plan Land Use Element (2009) establishes land uses in an effort to promote a pattern of future development that advances the City's desire to improve the quality of life and ensure a more sustainable future. The Land Use Element is the foundation of the Laguna Hills General Plan and guides citizens, planners, and decision makers on the pattern of growth and future development in Laguna Hills.

The Land Use Element of the City of Laguna Hills General Plan includes the following policy that is applicable to the Build Alternatives:

Policy LU-5.3: Allocate funds to infrastructure improvements in targeted areas.

No goals or policies within the City of Laguna Hills General Plan Circulation Element (2009) were applicable to the proposed project.

2.1.2.8 City of Laguna Woods General Plan

The City of Laguna Woods Land Use Element (2017) serves as a guide for future development in Laguna Woods. The Land Use Element establishes the general locations and approximate land areas for all land uses in the city. The total planning area in the City of Laguna Woods is 3.3 square miles. The city is characterized primarily by residential development.

No goals or policies within the City of Laguna Woods General Plan Land Use Element were applicable to the Build Alternatives.

The City's Circulation Element (2017) contains the following objectives and implementation actions applicable to the Build Alternatives:

Implementation Measure I.A.4: Work with the Orange County Transportation Authority and County of Orange in phased implementation of Master Plan of Arterial Highways to meet the particular needs of the City.

Objective III: Maintain and improve existing circulation infrastructure.

2.1.2.9 City of Lake Forest General Plan

The City of Lake Forest General Plan Land Use Element (2016) identifies how land will be used in the future. The purpose of the City's Land Use Element is to prescribe existing and future land use activity and address the relationship between development and environmental quality, potential hazards, and social and economic objectives. The Land Use Element also identifies the general distribution, location, mix, and extent of land uses in the City of Lake Forest. The total planning area of the City of Lake Forest is 12.6 square miles and is made up predominantly of residential land uses. The Land Use Element of the City of Lake Forest General Plan includes the following goal and policies that are applicable to the Build Alternatives:

Goal 1.0: A balanced land use pattern that meets existing and future needs for residential, commercial, industrial, and community uses.

Policy 3.1: Ensure that new development fits within the existing setting and is compatible with the physical characteristics of available land, surrounding land uses, and public infrastructure availability.

Policy 3.2: Preserve and enhance the quality of Lake Forest residential neighborhoods by avoiding or abating the intrusion of disruptive, non-conforming buildings and uses.

Policy 3.3: Ensure that the affected public agencies can provide necessary facilities and services to support the impact and intensity of development in Lake Forest and in areas adjacent to the City.

The City of Lake Forest's Recreation and Resources Element (2015) includes the following policy that is applicable to the Build Alternatives:

Policy 1.9: Preserve all designated open space areas until sufficient parkland exists in the City to meet the established parkland standard to provide adequate recreational opportunities for the community except any land within the Regional Park/Open Space designation requiring reconfiguration to create a continuous open space link.

The City of Lake Forest's Circulation Element (2008) includes the following goals and policy applicable to the Build Alternatives:

Goal 1.0: Support for the development of an efficient network of regional transportation facilities.

Policy 1.1: Support the completion of the Orange County Master Plan of Arterial Highways.

Goal 2.0: A system of roadways in the community that meets local needs.

Policy 2.1: Provide and maintain a City circulation system that is in balance with planned land uses in Lake Forest and surrounding area in the region.

Policy 2.2: Coordinate improvements to the City circulation system with other major transportation improvement programs, such as the Foothill Circulation Phasing Plan and improvement to the San Diego Freeway (I-5).

2.1.2.10 Specific Plan

Some municipalities adopt specific plans to implement the policies established in the general plan in a specific geographical area. The Cities of Laguna Woods and Lake Forest do not have specific plans within the project limits. One specific plan area, also known as Laguna Hills Urban Village Specific Plan adopted by the City of Laguna Hills, is within the project limits. The Build Alternatives would help to meet the goal of providing the framework for a public/private partnership to implement the goals of this specific plan.

2.1.2.11 Environmental Consequences

Temporary Impacts

Consistency with State, Regional, and Local Plans and Programs

Build Alternatives (Alternatives 2 and 4 [including Design Option B])

Consistency with State, regional, and local plans and programs is related to the consistency of permanent project changes with those plans. As a result, the construction of the Build Alternatives (including Design Option B) would not result in any temporary inconsistencies with State, regional, and local plans and policies.

No Build Alternative

Consistency with State, regional, and local plans and programs is related to the consistency of permanent changes with those plans. Therefore, temporary impacts under the No Build Alternative would not result in any inconsistencies with State, regional, and local plans and policies.

Permanent Impacts

Consistency with State, Regional, and Local Plans and Programs

Build Alternatives (Alternatives 2 and 4 [including Design Option B])

Alternative 2

The local land use policies consistency analysis for the Build Alternatives is provided in Table 2.1.5.

General Plan Amendments would be required as a result of the incorporation of non-transportation General Plan-designated land into the I-5 facility to ensure consistency with land uses as designated in the local General Plans. However, as shown in Table 2.1.5, the Build Alternatives (including Design Option B) are consistent with the purpose and need of the proposed project and there are minor inconsistencies with the goals, policies, and objectives identified in the General Plan of the City of Lake Forest; however, with minimization measures, these inconsistencies would not be adverse. In addition, the Build Alternatives (including Design Option B) are also consistent with regional planning efforts. The Build Alternatives (including Design Option B) are identified in the 2016–2040 RTP/SCS, 2019 FTIP and 2018 LRTP to reduce traffic congestion and improve operations. Therefore, no permanent direct or indirect adverse effects would occur related to inconsistencies with existing plans and policies.

No Build Alternative

The current configuration of the I-5/EI Toro Road Interchange would remain under the No Build Alternative. However, the No Build Alternative would not be consistent with the purpose and need of the proposed project or with goal, policies, or objectives of regional transportation plans. In addition, the No Build Alternative would not be consistent with applicable goals and policies identified in the General Plans for the County of Orange and the Cities of Lake Forest, Laguna Hills, and Laguna Woods.

2.1.2.12 Avoidance, Minimization, and/or Mitigation Measures

With the implementation of minimization measures LU-1 through LU-4 as discussed in Section 2.1.1.6 impacts would not be adverse.

2.1.3 Parks and Recreational Facilities

The following discussion of park and recreation facilities within the Study Area use for Section 4(f) is based on the information provided in Appendix A, Preliminary *de minimis* Section 4(f) Evaluation.

Table 2.1.5: Consistency with Local General Plans

Applicable Goals, Policies, and Objectives	No Build Alternative	Build Alternatives 2 and 4, and Design Option B under Build Alternative 4
City of Laguna Hills		
Land Use Element		
Policy LU-5.3: Allocate funds to infrastructure improvements in targeted areas	Neutral. Under the No Build Alternative, no improvements are proposed to the I-5/EI Toro Road Interchange. Therefore, it would not be necessary to allocate funds to infrastructure improvements to I-5.	Consistent. Currently, the I-5 EI Toro Road Interchange has geometric and operational deficiencies and has affected traffic circulation in the general area. In addition, high traffic volumes exceed the existing and projected future (2030 and 2050) travel demand in the project limits. This condition also affects the traffic operation within of the I-5/EI Toro Road Interchange area. Therefore, the implementation of the Build Alternatives (including Design Option B) would be consistent with Policy LU-5.3, because funds would be allocated to implement infrastructure improvements in this targeted area of this Interchange.
City of Laguna Woods		
Circulation Element		
I.A.4: Work with the Orange County Transportation Authority and County of Orange in phased implementation of Master Plan of Arterial Highways to meet the particular needs of the City.	Inconsistent. The No Build Alternative would be inconsistent with the intended buildout of I-5 as illustrated in the MPAH. Therefore, this alternative would not implement the goals of the MPAH and would not help meet the regional and local transportation needs of the City.	Consistent. Implementation of the Build Alternatives (including Design Option B) are dependent on cooperation between Caltrans, OCTA, the County of Orange, and affected cities. Transportation improvements associated with the Build Alternatives (including Design Option B) would ensure implementation of the Master Plan of Arterial Highways to meet the needs of all cities within the project limits.
Objective III: Maintain and improve existing circulation infrastructure	Inconsistent. Although the No Build Alternative would continue to maintain existing I-5 facilities, this alternative does not propose improvements to existing circulation infrastructure.	Consistent. The Build Alternatives (including Design Option B) include improvements to the I-5/EI Toro Road Interchange, which will help maintain and improve existing circulation within the project limits.
City of Lake Forest		
Land Use Element		
Goal 1.0: A balanced land use pattern that meets existing and future needs for residential, commercial, industrial, and community uses.	Consistent. The No Build Alternative will not acquire any parkland; hence, it is consistent to meet the future needs from the growing communities and businesses.	Inconsistent. The Build Alternatives would not result in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur. However, both Build Alternatives (including Design Option B) would require permanent acquisition of land at Cavanaugh Mini Park and adjacent open space (Gowdy Park) for additional ROW along the existing I-5, Caltrans and the City of Lake Forest (jurisdiction of Cavanaugh Mini Park) have been in close coordination regarding the acquisition and the City is in agreement with the Build Alternatives and the acquisition. With the implementation of minimization measures listed in Section 2.1.3, this inconsistency will not be adverse. .
Policy 3.1: Ensure that new development fits within the existing setting and is compatible with the physical characteristics of available land, surrounding land uses, and public infrastructure availability.	Consistent. The No Build Alternative would not introduce new or incompatible uses.	Consistent. Both Build Alternatives (including Design Option B) are proposed to improve the existing infrastructure and setting. It does not introduce a new or incompatible use to the surrounding land uses.
Policy 3.2: Preserve and enhance the quality of Lake Forest residential neighborhoods by avoiding or abating the intrusion of disruptive, non-conforming buildings and uses.	Consistent. The No Build Alternative does not introduce a disruptive, nonconforming use to the surrounding land uses. In the future, traffic conditions will worsen in the Study Area and deteriorate the quality of life.	Consistent. Both Build Alternatives (including Design Option B) are proposed to improve the existing infrastructure. It does not introduce a disruptive, nonconforming use to the surrounding land uses.
Policy 3.3: Ensure that the affected public agencies can provide necessary facilities and services to support the impact and intensity of development in Lake Forest and in areas adjacent to the City.	Consistent. The No Build Alternative would not increase the demand of any services, and hence, the public agencies would continue to provide necessary facilities and service to support the impact and intensity of development in Lake Forest.	Consistent. Caltrans and OCTA have consulted with the City of Lake Forest during development of the Build Alternatives (including Design Option B). The Build Alternatives are not growth-inducing and would not demand new services.
Recreation and Resources Element		
Policy 1.9: Preserve all designated open space are until sufficient parkland exists in the City to meet the established parkland standard to provide adequate recreational opportunities for the community except any land within the Regional Park/Open Space designation.	Consistent. The No Build Alternative would not impact open space area or parkland in Lake Forest.	Inconsistent. Refer to discussion of Goal 1.0 above.

Table 2.1.5: Consistency with Local General Plans

Applicable Goals, Policies, and Objectives	No Build Alternative	Build Alternatives 2 and 4, and Design Option B under Build Alternative 4
Circulation Element		
Goal 1.0: Support for the development of an efficient network of regional transportation facilities.	Inconsistent. Under the No Build Alternative, no improvements would be made to I-5. Without improvements, I-5 would not be operating efficiently as part of the network of regional transportation facilities.	Consistent. By improving the I-5/EI Toro Road Interchange, the Build Alternatives (including Design Option B) would support a more efficient network of regional and local transportation facilities.
Policy 1.1: Support the completion of the Orange County Master Plan of Arterial Highways.	Inconsistent. Under the No Build Alternative, no improvements would be made to I-5. Therefore, this alternative would not support the completion of the Orange County MPAH.	Consistent. Improvements under the Build Alternatives (including Design Option B) would support completion of the Orange County MPAH because it has been identified within the MPAH.
Goal 2.0: A system of roadways in the community that meets local needs.	Inconsistent. The No Build Alternative would be inconsistent with this goal due to the fact that infrastructure improvements to I-5 are necessary to meet community needs for an efficient local and regional transportation system. Without infrastructure improvements, vehicular congestion on I-5 would continue to increase.	Consistent. Under the Build Alternatives (including Design Option B), infrastructure improvements would increase the efficiency of I-5/EI Toro Road Interchange and the local streets that would meet the community's local transportation needs.
Policy 2.1: Provide and maintain a City circulation system that is in balance with planned land uses in Lake Forest and surrounding areas in the region.	Inconsistent. The No Build Alternative would not improve conditions on I-5; therefore, it would not maintain a circulation system in balance with planned land uses in Lake Forest.	Consistent. The Build Alternatives (including Design Option B) would improve traffic flow and reduce traffic congestion thus, improving the circulation system for land uses in Lake Forest and surrounding areas in the region.
Policy 2.2: Coordinate improvements to the City circulation system with other major transportation improvement programs, such as the Foothill Circulation Phasing Plan and improvement to the San Diego Freeway (I-5).	Inconsistent. Under the No Build Alternative, no infrastructure improvements would be made to I-5. Therefore, no coordination to ensure the City's circulation system would be consistent with improvements to I-5 would be required.	Consistent. The Build Alternatives (including Design Option B) would require coordination with OCTA, Caltrans, and the cities (including the City of Lake Forest). This coordination would ensure successful implementation of the proposed improvements to the I-5/EI Toro Road interchange, which would improve I-5 operations within this interchange.
City of Laguna Hills Urban Village Specific Plan		
To provide the framework for a public/private partnership to implement the goals of the specific plan.	Inconsistent. There may be a minor inconsistency with the acquisition of land from the Specific Plan area to transportation use. However, this conversion would greatly improve traffic operations in this interchange area and enhance the uses of this development.	Inconsistent. There might be a minor inconsistency with the acquisition of land from the Specific Plan area to transportation use. However, this conversion would greatly improve traffic operations in this interchange area and enhance the uses of this development.

Source:
City of Laguna Hills General Plan (2009).
City of Laguna Woods General Plan (2002).
City of Lake Forest General Plan (2008).
City of Laguna Hills Urban Village Specific Plan (2002).
Caltrans = California Department of Transportation
I-5 = Interstate 5
MPAH = Orange County Master Plan of Arterial Highways
OCTA = Orange County Transportation Authority
ROW = right-of-way

2.1.3.1 Regulatory Setting

The Build Alternatives will affect facilities that are protected by the Park Preservation Act (California Public Resources Code Sections 5400-5409). The Park Preservation Act prohibits local and State agencies from acquiring any property that is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the parkland and any park facilities on that land.

2.1.3.2 Affected Environment

This section discusses public parks and recreation facilities, including properties protected under Section 4(f). Section 4(f) applies to publicly owned public parks, recreation areas, wildlife refuges, and waterfowl refuges. The Study Area for the identification of use effects on public parks and recreation resources and Section 4(f) properties was defined as an area 0.5 mile from the project limits. There are nine public parks and open space areas and three public schools within 0.5 mile of the project limits. Parks and recreation resources, including Section 4(f) properties within 0.5 mile of the project limits, are described in Table 2.1.6 and shown on Figure 2.1-3. There is one public park (Cavanaugh Mini Park) and the adjacent Open Space Area known as Gowdy Park; both are within the Study Area.

Section 4(f) applies when the land is one of the enumerated types of publicly owned lands and the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, or wildlife and waterfowl refuge purposes. Evidence of formal designation would be inclusion of the publicly owned land, and its function as a Section 4(f) property into a city or county Master Plan. A mere expression of interest or desire is not sufficient. In this case, Gowdy Park as part of the open space designation and definition of “land presently used and planned for parks and recreational facilities” would not fit the definition for Section 4(f) purposes of a “park”; the primary purpose of open space is not recreation. Gowdy Park is not currently used as a park per the City of Lake Forest.

According to City of Lake Forest General Plan Recreation and Resources Element (2016), Cavanaugh Mini Park is one of the 31 existing city parks and recreation facilities within the city. The City of Lake Forest, in the Recreation and Resources Element, states that mini parks are defined as small, passive, local parks generally less than 1 acre in size. The Element further states that, due to the existing deficits in improved park and recreational opportunities within the city, all open space identified on the City’s General Plan Land Use Policy Map provides potential recreational opportunities, which are necessary to meet the current recreational needs of the residents of the Planning Area. As a result, property designated for open space uses will only be allowed to change to non-open space use if (a) the owners of the property are able to prove that sufficient improved park and recreational opportunities exist within the city to meet the current need for park and recreational opportunities or (b) land within the Regional Park/Open Space designation requires reconfiguration to create a continuous regional open space link, including either minor reductions or increases in acreage or (c) the project contributes parkland at more than the 5 acres per 1,000 population standard.

Table 2.1.6: Public Recreational Resources within the Study Area

Recreational Resource	Location	Jurisdiction	Description	Temporary/Permanent Impacts
Cavanaugh Mini Park	23782 Cavanaugh Road, directly adjacent to the project limits	Lake Forest	Cavanaugh Mini Park is part of two Assessor's Parcel Numbers (APNs), 617-185-07 and 617-185-08. The Mini Park is 0.2 acre and includes a recreational area that consists of a half-court basketball area, picnic table, as well as a children's playground. ¹	<p>Temporary Impacts: Temporary Impacts: Build Alternative 2 and Design Option B will not require any TCE; Build Alternative 4 will require a 0.04-acre TCE.</p> <p>Permanent Impacts: Build Alternative 2 would acquire approximately 0.32 acre.</p> <p>Build Alternative 4 would acquire approximately 0.16 acre.</p> <p>Design Option B would acquire approximately 0.32 acre.</p>
Open Space (Gowdy Park)	24200–24298 Gowdy Avenue; directly adjacent to the project limits	Lake Forest	City owned 5–6 acre open Space consisting of greenbelt, walking areas, trash receptacles	<p>Temporary Impacts: Build Alternative 2 would require 1.79 acres of the adjoining open space.</p> <p>Build Alternative 4 would require 1.80 acres of the adjoining open space. Design Option B would require 1.79 acres of the adjoining open space.</p> <p>Permanent Impacts Build Alternative 2 would acquire 1.03 acres.</p> <p>Build Alternative 4 would acquire 0.67 acres.</p> <p>Design Option B would acquire 1.03 acres.</p>

Table 2.1.6: Public Recreational Resources within the Study Area

Recreational Resource	Location	Jurisdiction	Description	Temporary/Permanent Impacts
Clarrington Park	24701 Jorie Drive; within 0.16 mile of the project limits	Laguna Hills	City-owned 3.49 ac public park with swings, a grassy area and access to a walking trail, picnic tables, benches, a sports field, and tot lot.	No Impacts
Olivewood Elementary School	23391 Dune Mear Rd; within 0.32 mile of the project limits	Lake Forest	Public school in the Saddleback Valley Unified School District with 479 students in grades K–6. Has a playground, library and two computer labs.	No Impacts
Ralph A. Gates Elementary School	23882 Landis view Avenue; within 0.34 mile of the project limits	Lake Forest	Public school in the Saddleback Valley Unified School District with roughly 1,039 students in grades K–6.	No Impacts
Sycamore Park	25101 Charlinda Drive; within 0.3 mile of the project limits	Mission Viejo	A 6.5 ac park with a sand volleyball court, playground equipment, picnic tables, and barbecue.	No Impacts
Laguna Woods Dog Park (proposed dog park)	24400 Ridge Route Drive; within 0.36 mile of the project limits	Laguna Woods	City-owned 0.33 ac dog park proposed to have a play space area.	No Impacts
El Toro Park	23701 Los Alisos Boulevard; within 0.39 mile of the project limits	Lake Forest	A City-owned 10-acre park with a paved bicycle path and shade trees, a playground and tennis courts.	No Impacts
La Tierra Early Childhood Center (adjacent to part of Sycamore Park)	24150 Lindley Street; within 0.43 mile of the project limits	Mission Viejo	Public preschool in the Saddleback Valley Unified School District that has a playground.	No Impacts
Veterans Park (formerly known as Village Pond Park)	23102 Ridge Route Drive, within 0.44 mile of the project limits	Lake Forest	A City-owned, 4.7-acre park that was under improvement as Village Pond Park and later rededicated as Veterans Park. Will have a new 1- acre pond and will honor five branches of military service with a new monument, art designs.	No Impacts

Table 2.1.6: Public Recreational Resources within the Study Area

Recreational Resource	Location	Jurisdiction	Description	Temporary/Permanent Impacts
Beckenham Park	Alicia Parkway, within 0.4 mile of the project limits	Laguna Hills	City-owned, 2.75-acre public park with benches, a drinking fountain, lighting, picnic tables, a sports field, a tot lot, and walkways.	No Impacts
Aliso Park	Laguna Woods, within 0.5 mile of the project limit	Laguna Woods	Community park now under the jurisdiction of OC Parks.	No Impacts
Aliso Creek Regional Bikeway, Riding and Hiking Trail	20817 El Toro Road, adjacent to the project limits, but no use of the land from the park	Lake Forest	On land owned by the Orange County Flood Control District and maintained by OC Parks; 15 miles of bikeway and recreational trails extending from the foothills of Orange County to the city limits of Laguna Beach. The continuous 15 miles of asphalt bikeway are designed for multiuse travel through five south Orange County cities. Types include equestrian trail, fitness trail, mountain bike trail, nature trail and urban trail. Located within the Study Area.	No Impacts

Source: Appendix A, Preliminary *de minimis* Section 4(f) Evaluation (2018).

¹ Indirect reference to coordinating with Niki Wetzel, the Assistant Director of Community Development of the City of Lake Forest, in an email dated November 20, 2018 in which a City Council Agenda Report from December 6, 1994, Quitclaim and Certificate of Acceptance dated December 27, 1994, and Tract No. 6770 dated April 12, 1977.

ac = acre(s)

APN = Assessor's Parcel Number

TCE = Temporary Construction Easement

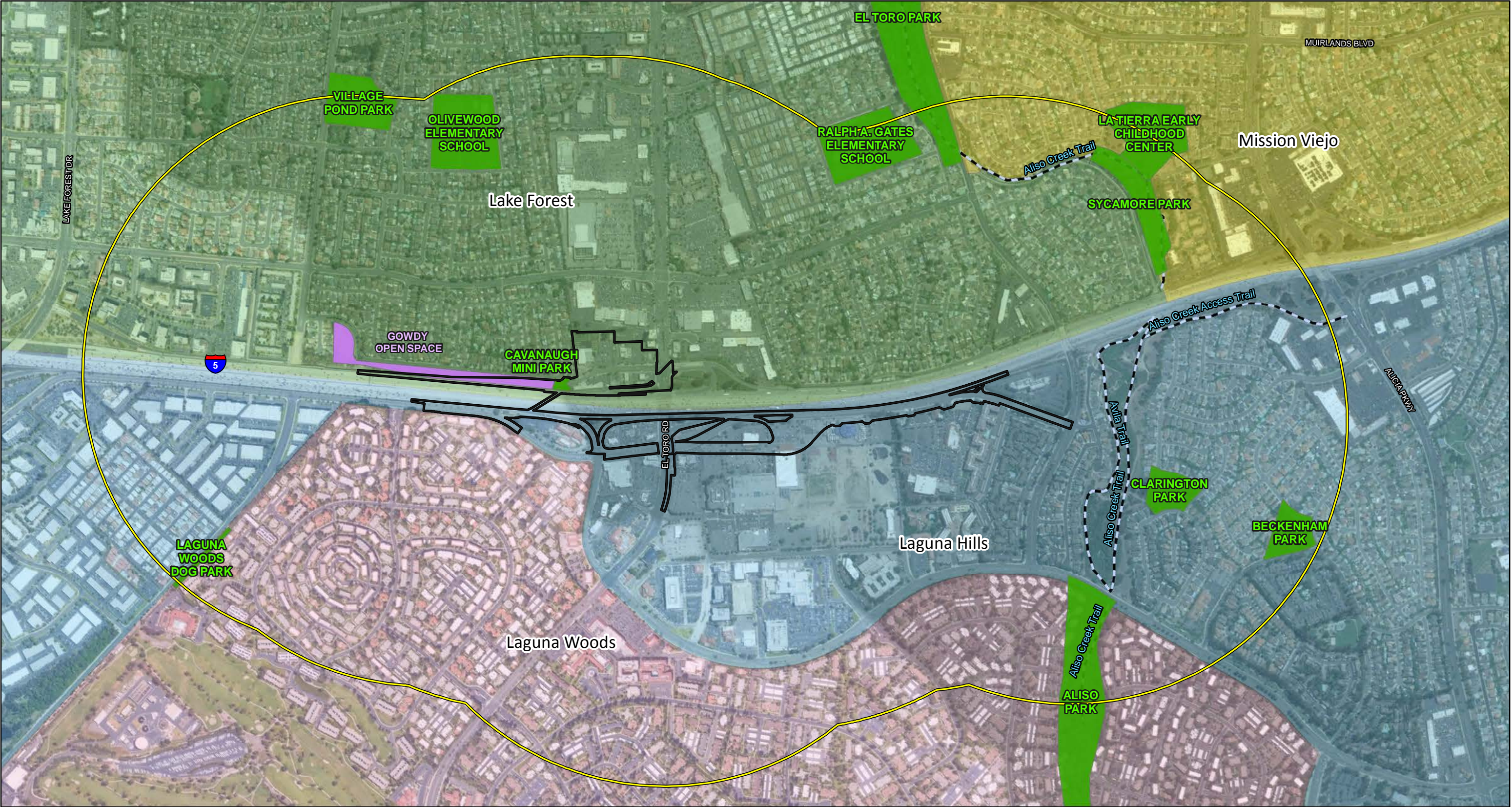
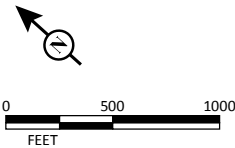


FIGURE 2.1-3

LEGEND

- | | | |
|------------------|------------------------|--------------------|
| Project Limits | Recreational Resources | City Jurisdictions |
| Half Mile Buffer | Open Space | Laguna Hills |
| Trails | | Laguna Woods |
| | | Lake Forest |
| | | Mission Viejo |



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2.1.3.3 Environmental Consequences

Temporary Impacts

Build Alternatives 2 and 4 (with Design Option B)

The parks and recreation resource Study Area that includes 0.5 mile from project limits includes areas within the existing and new right-of-way as well as areas that would be temporarily disturbed during construction of the Build Alternatives. Construction of the Build Alternatives (including Design Option B) would result in temporary increases in noise and air pollution in the Study Area, which could affect users of Cavanaugh Mini Park (if park facilities are relocated prior to impacts) and the Open Space Area. Also, access would be maintained during construction. Construction activities may intermittently dominate the noise environment in the Study Area and would produce exhaust and fugitive dust emissions. This would be addressed with the implementation of PF-N-1 and PF-AQ-1 through PF-AQ-3. As shown in Table 2.1.5, Build Alternative 2 and Design Option B would require temporary acquisition of 1.79 acres of land from the open space (Gowdy Park) along Gowdy Street. In addition, Build Alternative 4 would require temporary acquisition of 1.80 acres of land from the open space (Gowdy Park) along Gowdy Street. During field visits, it was observed that occasionally people walk their dogs in this open space; however, this will be a partial acquisition and most of the open space would still be available.

Alternative 2 and Design Option B would not require any TCE from Cavanaugh Mini Park (Assessor's Parcel Nos. [APNs] 617-185-07 and 617-185-08) during construction, because this alternative and Design Option B would acquire the entire mini park (permanent impacts are discussed in the following section below).

As discussed in Table 2.1.6, Build Alternative 4 would temporarily require 0.04 acre of land from Cavanaugh Mini Park. There is no natural habitat, vegetation, or special-status species present. In addition, the size of the park and its limited outdated facilities are also in an area that is not visible to most residents in the area. As a result, there is minimal use by the public and it has been determined that temporary closure of this mini park would not result in substantial impacts to recreational users. Based on the usage of this mini park as discussed above and available resources (Table 2.1.6) within the vicinity of the Study Area, it is unlikely that temporary closure of the park would create any burden on existing park users. As specified in minimization measures LU-2 and LU-3 in Section 2.1.1.11, all land within Cavanaugh Mini Park temporarily used during construction would be returned to a condition equal to or better than the preconstruction condition. If feasible, Caltrans would also incorporate minimization measure, LU-8 (Section 4f-3, Appendix A) and recommend constructing the new park facilities in a new proposed location in advance of the actual acquisition of Cavanaugh Mini Park, which would allow the community to continue the use of the park facilities during construction. Therefore, with implementation of minimization measures as discussed above and LU-5 through LU-8, the temporary impacts to the open space (Gowdy Park) and Cavanaugh Mini Park would not be adverse.

No Build Alternative

The current configuration of the I-5/EI Toro Road Interchange would remain under the No Build Alternative. Under the No Build Alternative, the Build Alternatives would

not be constructed and no temporary impacts to park and recreational facilities would occur.

Permanent Impacts

Build Alternatives 2 and 4 (with Design Option B)

Cavanaugh Mini Park is 0.2 acre and spans both parcels (APNs 617-185-07 and 617-185-08). The City of Lake Forest considers the mini park as just the play area (play apparatus and the half-court basketball area). Caltrans right-of-way plans reflect APN 617-185-08 (which includes the play area) as the encompassment of surrounding area like the sidewalk and cul-de-sac (refer to Figure A-1). In addition, the actual size of this parcel is unknown and, for the purposes of this analysis, is referred to as more than 0.32 ac. As shown in both Figures 2.1.3 and A-1, Cavanaugh Mini Park also cuts through only a sliver portion of the northern part of APN 617-185-07, which is the open space area.

Alternative 2 and Alternative 4 with Design Option B would acquire approximately 0.32 acre of land from Cavanaugh Mini Park (APNs 617-185-07 and 617-185-08). Alternative 4 would acquire 0.16 acres of land from the same mini park for the proposed transportation facility improvement.

Based on the City of Lake Forest's parkland standard (5 acre per 1,000 population standard) and existing and planned park facilities, there is a shortfall of 144 acres in the city, even before the removal of approximately 0.32 acres that includes Cavanaugh Mini Park. However, the City of Lake Forest's Recreation and Resources Element concludes that this deficit will be offset by the recreational opportunities offered by Limestone Canyon Regional Park/Whiting Ranch Wilderness Park, other nearby regional parks, private parks, and schools in the Planned Communities within the city.

Caltrans and the City of Lake Forest have been in close coordination regarding this acquisition and the City agrees with the Build Alternatives (including Design Option B) and the resulting acquisition. Through coordination with the City, the Build Alternatives (including Design Option B) propose to incorporate minimization measures (LU-6 and LU-7 [Section 4f-1, Appendix A]) to relocate the facilities of the mini park to the adjacent open space, which would provide for an opportunity to enhance and upgrade the mini park as well as enabling the community to enjoy the facilities in the same general area. Furthermore, it is anticipated that an upgrade of the relocated mini park equipment may be more attractive to park users than the facilities at the existing park. In addition, Caltrans proposes to incorporate minimization measure (LU-8 [Section 4f-2, Appendix A]), that will require Caltrans and the City of Lake Forest to survey the properties in close proximity to Cavanaugh Mini Park during the design phase to seek the community's choice of park facilities/features. While park facilities are proposed to be relocated, Caltrans will also compensate the City (LU-5 [identical to REL-1 and Section 4f-4, Appendix A]), in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended.

Currently, the mini park area is adjacent to I-5 and does not contain any special-status plant species or designated critical habitats. The urbanization of the area and the existing I-5 facility adjacent to this park has already contributed to degradation of

habitat in that specific area to be acquired. For any visual impacts that may occur due to the partial acquisition, an Architectural Design Review Team consisting of local representatives and Caltrans District 12 Landscape Architecture will ensure that proposed architectural treatments are compliant with aesthetic requirements of the City of Lake Forest and that any replacement of park facilities will provide the same if not improved visual quality to the community than the existing park. In addition, measures VIS-2 and VIS-3 will be implemented during final design and construction. Furthermore, if feasible, Caltrans would also incorporate minimization measure LU-8 (Section 4f-3, Appendix A) and recommend constructing the new park facilities in the proposed location in advance of the actual impacts to Cavanaugh Mini Park, which would allow the community to continue the use of the park facilities during construction.

Both Build Alternative 2 and Build Alternative 4 Design Option B would also acquire 1.03 acres from the adjoining open space (Gowdy Park), and Build Alternative 4 would acquire 0.67 acre from the same open space for the proposed transportation facility improvements.

The open space to be acquired by the Build Alternatives (including Design Option B) represents a very small portion (0.1 percent) of the total parkland within the entire City of Lake Forest. While the open space will be partially acquired for the Build Alternatives, Caltrans will also compensate the City as part of LU-5 (REL-1) in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended. In addition, implementation of minimization measure LU-4 as listed earlier would reduce potential effects associated with general plan land use impacts.

No Build Alternative

The No Build Alternative would maintain the current configurations of the I-5/EI Toro Road Interchange. Under the No Build Alternative, the Build Alternatives (including Design Option B) would not be constructed, and no permanent impacts to park and recreational uses would occur.

2.1.3.4 Avoidance, Minimization, and/or Mitigation Measures

With implementation of the following minimization measures, specific minimization measures discussed earlier in this section and measures VIS-2 and VIS-3 in Section 2.5, impacts to parks and recreational facilities would not be adverse.

LU-5 (REL-1) Property acquisition will be conducted in compliance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (Public Law 91-646, 84 Statutes 1894). The Uniform Act mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by federal or federally assisted projects. The Uniform Act provides for uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms and establishes uniform and equitable land acquisition policies.

The following minimization measures are identical to the minimization measures discussed in Appendix A, Preliminary *de minimis* Section 4(f) Evaluation.

- LU-6 (Section 4f-1)** Caltrans would relocate the facilities of the mini park to the adjacent open space during the construction phase, this would provide for an opportunity to enhance and upgrade the mini park.
- LU-7 (Section 4f-2)** Caltrans and the City of Lake Forest will perform outreach activities during the design phase to seek community's choice of park facilities/features.
- LU-8 (Section 4f-3)** If feasible, Caltrans would also recommend constructing the new park facilities in the proposed location in advance of the actual impacts to Cavanaugh Mini Park, this will allow the community to continue the use of the park facilities during construction.