

- Construct a cut-and-cover tunnel (length 610 feet) in the Markham Place Historic District, which will restore the existing traffic circulation and enable the replacement of significant historic structures to the area.
- Preserve and protect the existing Canary Island Palms on Pasadena Avenue. Provide an eight-foot minimum parkway to provide adequate planting area for the palms.
- Institute streetscape design elements on California Boulevard, for one block east and west of the 710 corridor, including landscaping, ornamental street lighting, paving, benches, tree grates, trash receptacles, signing, and other design features.
- Provide a low seat wall for Singer Park which will provide a separation from the surrounding area, without creating a visual barrier. Selected openings will be constructed in the wall to allow access and area circulation. Walls will be constructed of concrete blocks, faced with arroyo stone and clinker brick. Ficus vines, or possibly a hedge row, will be planted adjacent to the seat wall to discourage graffiti.

MONITORING OR ENFORCEMENT PROGRAM

Construction and mitigation commitments will be assured by the implementation of a SR 710 Mitigation Monitoring and Enforcement Plan. Compliance to the Plan will be monitored by the use of an independent oversight Mitigation Monitoring Team. The team will consist of Caltrans experts and local advisory members. A representative from the Caltrans Office of Environmental Planning will be on the team, which may also involve consultant specialists. A Mitigation Monitoring and Enforcement Plan will provide equal opportunity for further involvement in mitigation commitments to all affected communities.

Mitigation monitoring will be in accordance with the Caltrans Standard Program contained in Article 1-2.4 of the Environmental Handbook, Volume 1. The FHWA will continue to be involved in further review of project development and construction.

COMMENTS RECEIVED ON THE FINAL ENVIRONMENTAL IMPACT STATEMENT

As part of the Record of Decision, five volumes of comments have been compiled and organized to reflect the type of issues and concerns which have been received on this project since the approval of the FEIS. Each volume has a summary matrix which has been incorporated as part of this ROD. Copies of the comment letters are on file and are available for review upon request. The volumes are separated as follows:

Volume I: Record of Comments Received on the Route 710 Final Environmental Impact Statement; approximately 210 comment letters were received.

Volume II: Record of Comments Received on the Route 710 Meridian Variation Enhancement and Mitigation Advisory Committee Final Report (June 1993); approximately 110 comment letters were received.

Volume III: Record of Comments Received on the Evaluation of Multi-Mode (Low Build) Plans; approximately 45 comment letters were received.

Volume IV: Record of Comments Received on the Short Line Villa Tract Historic District Alignment Shift; approximately 270 comment letters were received.

Volume V: Record of Comments Received on Environmental Justice, Historic Preservation and Other Comments Received on the October 3, 1997 meeting; approximately 285 comment letters were received.

All these letters and comments have been considered as part of the decision making process for this project.

CONCLUSION

Based upon a careful consideration of all the social, economic, and environmental evaluations contained in the FEIS, the Environmental Reevaluation and the Final Revised Section 4(f) Evaluation, the input received from other agencies, organizations, and the public; and the factors and project commitments outlined above, it is the decision of the FHWA to approve the selection of the Depressed Meridian Variation Alternative Reduced with Shift design variation with special conditions as stipulated above. This ROD will permit Caltrans to proceed with the design of the project and directs the preparation of a Supplemental EIS before construction will be authorized.

RECORD OF DECISION APPROVAL

Date: April 13, 1998

(signed)

Jeffery R. Brooks

Deputy Regional Administrator

Region Nine

Federal Highway Administration