

4.13 SECTION 4(F) AND 6(F) RESOURCES

Section 4(f) refers to a special section of the Department of Transportation Act of 1966 which stipulates U.S. Department of Transportation (USDOT) agencies cannot approve the use of land for transportation projects from publicly-owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following two conditions apply:

- ◆ There is no feasible and prudent alternative to the use of land from the property.
- ◆ The action includes all possible planning to minimize harm to the property resulting from such use.

Use of a Section 4(f) property can occur in three ways, through permanent incorporation/easement, temporary occupancy, or constructive use. Permanent incorporation of a property can involve right of way land acquisition or permanent easement. Temporary occupancy is when a project temporarily uses a Section 4(f) resource for activities such as a staging area or construction access. Constructive use occurs when project impacts near a Section 4(f) resource are of such great magnitude that they substantially impair the features and attributes of the property. The permanent or temporary use of a property can be determined as either *de minimis* or not *de minimis*, depending on the magnitude of impacts and accounting for minimization and mitigation strategies.

Section 6(f) of the Land and Water Conservation Fund (LWCF) Act protects recreational lands purchased or improved with land and water conservation funds. One Section 6(f) property, Harry Todd Park, was identified within the 1/2 mile study area. The park is outside the Build Alternative footprint and would not be directly or indirectly affected by the Build Alternative. The Build Alternative would not impact this or other Section 6(f) resources.

4.13.1 What Methods, Assumptions and Resources Were Considered in the Evaluation of Section 4(f) Resources?

What Are the Guidelines for Identifying Section 4(f) Resources?

The Section 4(f) review was prepared consistent with [23 CFR 774](#) and the guidelines contained in [Section 457 of the WSDOT Environmental Manual](#) (2015), [FHWA Section 4\(f\) Policy Paper](#) (FHWA 2012), and the [FHWA Section 4\(f\) Tutorial](#) (FHWA 2014).

How Was the Study Area Defined?

Historic and archaeological resources were identified and evaluated in the I-5 JBLM Cultural Resource Assessment. As described in Section 4.12, the Area of Potential Effects (APE) encompass the horizontal and vertical direct impact areas of the proposed Build Alternative, a one-parcel buffer around the Build Alternative footprint on private lands, and a 200-foot buffer around the Build Alternative footprint on federal lands (Figure 4.13-1).

Public recreation properties, including parks, public schools and wildlife refuges, were evaluated within a 1/2 mile of the Build Alternative footprint (Figure 4.13-2).

NOTE TO READER: *This EA provides a tiered environmental review. Chapter 4 evaluates the project specific environmental impacts associated with construction of the North Study Area Build Alternative (See Section 3.4 for description). Chapter 5 provides a corridor level discussion of the South Study Area (See Section 3.5). Specific project footprint improvements are not currently defined for the South Study Area.*

What Data Sources Were Utilized?

Documents and data sources that were reviewed include:

- ◆ Pierce County GIS data (2009).
- ◆ City of DuPont digital map resources (2009).
- ◆ City of Lakewood GIS data (2007).
- ◆ WSDOT GIS data from the Department of Archaeology & Historic Preservation (2015).
- ◆ Joint Base Lewis-McChord Vicinity I-5 Improvement Project Cultural Resource Assessment (2017).

4.13.2 What Are the Existing Section 4(f) Resources in the Study Area?

The Section 4(f) resources located within the study area include nine historic properties, one historic district, one archaeological site, and 15 parks or recreational facilities (See Table 4.13.1 and Figures 4-13.1 and 4.13-2).

The Murray Farmstead North archaeological site is located within the project area, but does not meet the criteria for a Section 4(f) resource. For an archaeological site to qualify as a Section 4(f) resource, it must 1) be on or eligible for the national register, and 2) warrant preservation in place (23 CFR 774.13(b)). The Murray Farmstead is eligible for listing on the national register of historic places, but does not warrant preservation in place. Therefore, this site is not a Section 4(f) resource and is excluded from further evaluation. Additional use areas within the secure JBLM facility, such as the Memorial Arboretum and Sargent's Grove, were noted and evaluated against 4(f) property criteria. These resources were found not to qualify for protection as 4(f) properties; they do not meet the criteria of being open for access to the entire public due to their location on a secure military base.

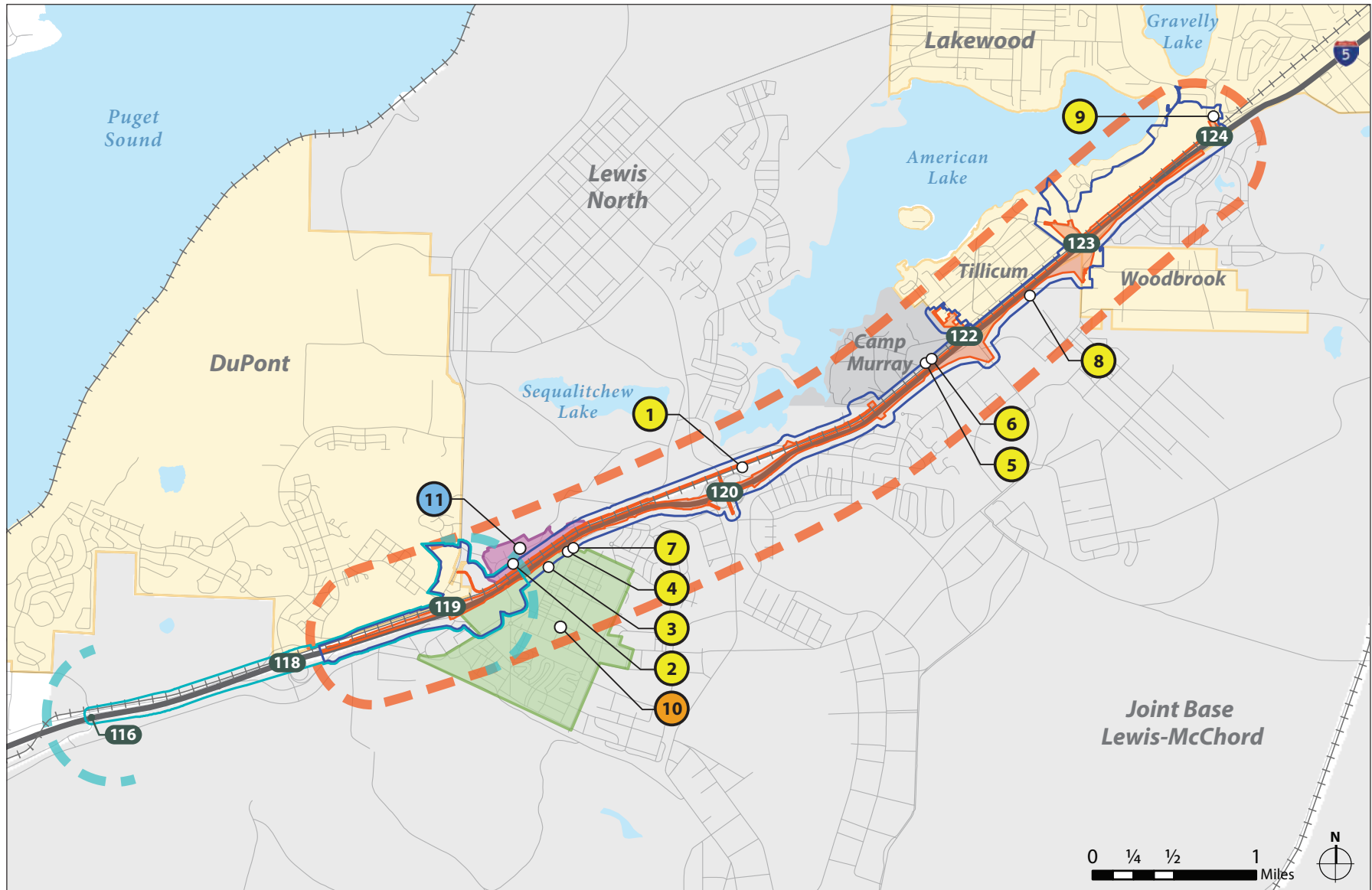
Table 4.13-1 Section 4(f) Resources in the Study Area

| Historic Properties | |
|--------------------------------------|---|
| 1. | Northern Pacific Railway ●■▲ |
| 2. | Salvation Army Red Shield Inn/Lewis Army Museum (JBLM Building 4320) ●■ |
| 3. | Red Cross Hostess House/Family Resource Center (JBLM Building 4274) ●▲ |
| 4. | NCO Quarters (JBLM Building 5302) ● |
| 5. | The Arsenal/Building 2 ● |
| 6. | Administration Building/Building 1 ● |
| 7. | NCO Garage (JBLM Building 5301) ● |
| 8. | Mount Rainier Ordnance Depot Gate ● |
| 9. | Residence (89200000150) ● |
| Historic Districts | |
| 10. | Fort Lewis Garrison Historic District ●■▲ |
| Archaeological Sites | |
| 11. | Greene Park ●■▲ |
| Park and Recreation Resources | |
| 12. | Eagles Pride Golf Course ▲ |
| 13. | Chloe Clark Elementary School ■▲ |
| 14. | Ross Park ▲ |
| 15. | Clocktower Park ■▲ |
| 16. | Sellers Park ■▲ |
| 17. | Iafrati Park ■▲ |
| 18. | City of DuPont Trails ■▲ |
| 19. | Robinson Park ■▲ |
| 20. | Ethel Lumsdon Park ■▲ |
| 21. | Bell Hill Neighborhood Park ■▲ |
| 22. | Bell Hill Community Park ■▲ |
| 23. | City of Lakewood Bike Lanes ● |
| 24. | Harry Todd Park ● |
| 25. | Tillicum Elementary School ● |
| 26. | Woodbrook Middle School ● |

● Resource located within North Study Area

■ Transition zone, impacts within South Study Area to be reevaluated

▲ Revisit when South Study Area Build Alternative determined

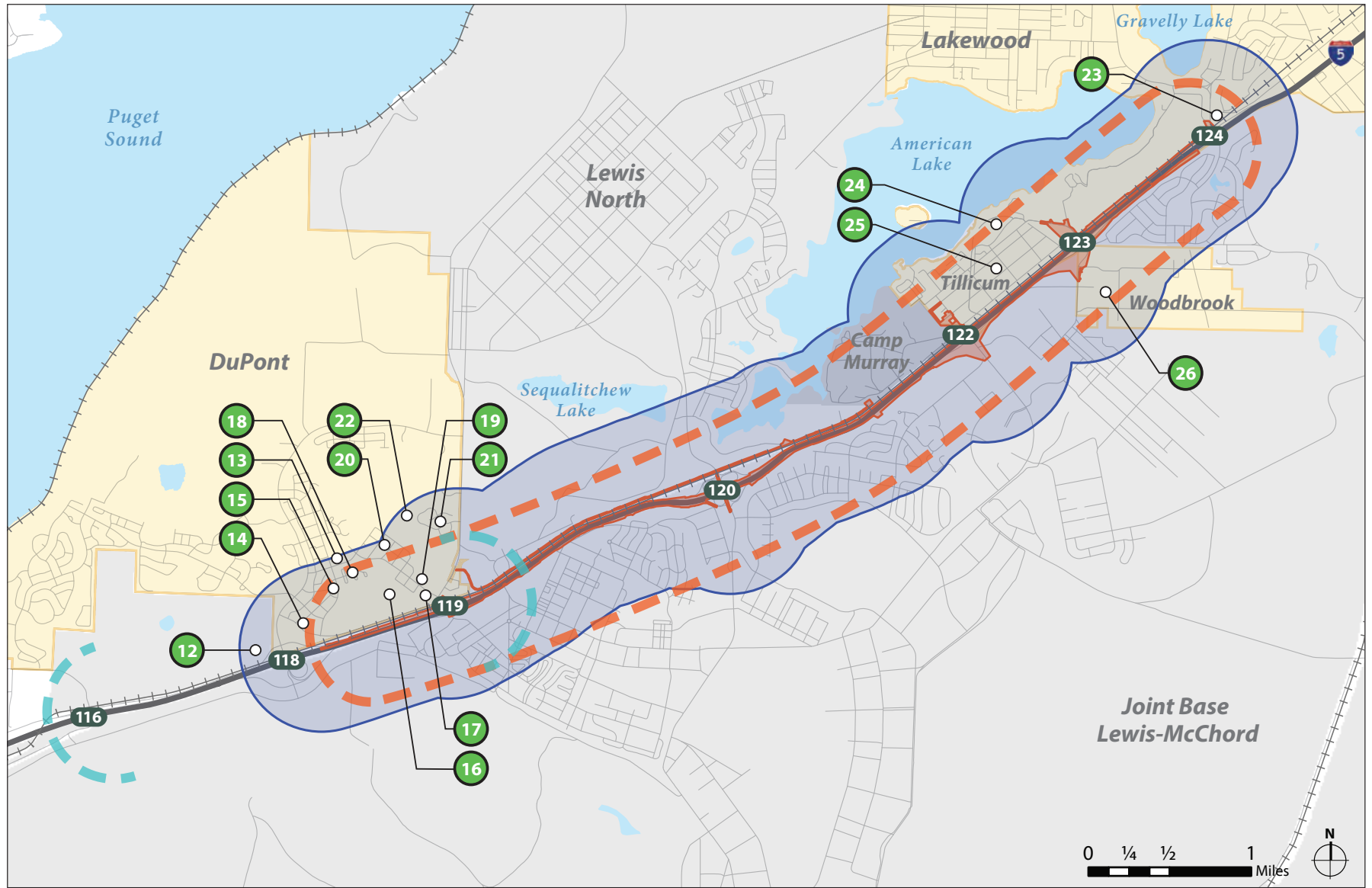


- Historic Properties
- Historic Districts
- Archaeological Sites
- Greene Park Archaeological Site
- Fort Lewis Garrison Historic District
- Build Alternative Footprint
- - - North Study Area
- - - South Study Area
- Area of Potential Effects – North Study Area
- Area of Potential Effects – South Study Area

- INTERCHANGES**
- 116 Mounts Drive interchange
 - 118 Center Drive interchange
 - 119 Steilacoom-DuPont Road interchange
 - 120 Main Gate interchange
 - 122 Berkeley Street interchange
 - 123 Thorne Lane interchange
 - 124 Gravelly Lake Drive interchange

Figure 4.13-1
 Section 4(f) Historic Resources Study Area

Notes: 1. Refer to Table 4.13-1 for numbered list of Section 4(f) Resources.
 2. Archaeological resources are not mapped per RCW 42.56.300.



- Park and Recreation Resources
- Section 4(f) Park and Recreation Resources Study Area
- Build Alternative Footprint
- North Study Area
- South Study Area

INTERCHANGES

- 116 Mounts Drive interchange
- 118 Center Drive interchange
- 119 Steilacoom-DuPont Road interchange
- 120 Main Gate interchange
- 122 Berkeley Street interchange
- 123 Thorne Lane interchange
- 124 Gravelly Lake Drive interchange

Note: Refer to Table 4.13-1 for numbered list of Section 4(f) Resources.

Figure 4.13-2
Section 4(f) Park and Recreation Resources Study Area

4.13.3 What Would Be the Impact of the No Build Alternative?

The Project would not be constructed under the No Build Alternative; therefore, no Section 4(f) resources would be impacted.

4.13.4 What Would Be the Long-Term Impact of the Build Alternative?

The Build Alternative would use one of the twenty-six Section 4(f) resources listed in Table 4.13-1. The use would occur for the construction of a bicycle/pedestrian path on the southern edge of the Greene Park archaeological site (see Figure 4.13-3).

The Greene Park archaeological site is located on JBLM and is eligible for listing on the National Register of Historic Places (NRHP) by JBLM. Greene Park was named after Major General Henry A. Greene and is known to contain subsurface archaeological deposits and historic objects associated with a recreation camp at Camp Lewis that was in operation between 1917 and 1934. The recreation camp covered several blocks and included hotels, restaurants, theaters and shopping. The final JBLM Cultural Resources Report concluded the Build Alternative would have **no adverse effect** on the historic properties, including the Greene Park archaeological site. WSDOT has received concurrence from the Department of Archaeology and Historic Preservation (DAHP) on the determination of no adverse effect.

The Build Alternative would require a permanent incorporation of 1.59 acres of the 60-acre Greene Park archaeological site for construction of a paved shared use path (Figure 4.13-3). The alignment of the path is along a historic-age road and roadbed of Greene Park. The JBLM

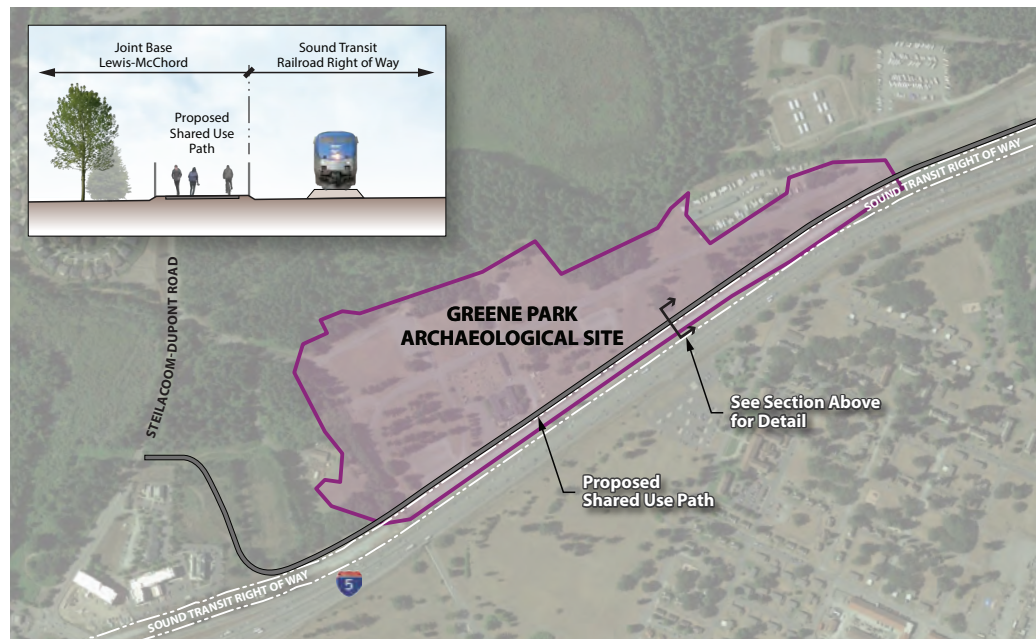


Figure 4.13-3 Shared Use Path Alignment on Greene Park Archaeological Site

Cultural Resources Report (2017) concluded that the historic-age road and roadbed, as well as archaeological material in the roadbed, do not retain their integrity to convey the significance of the historic archaeological site. To avoid potential impacts to cultural resources through Greene Park, the path would be constructed on fill without requiring excavation. Fence installation would occur adjacent to the path to maintain JBLM security.

The use of the Greene Park archaeological site will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f). Due to the minor nature of the impacts, FHWA has concluded that incorporation of the site via permanent easement is a *de minimis* impact. FHWA and WSDOT have coordinated this determination with DAHP and JBLM.

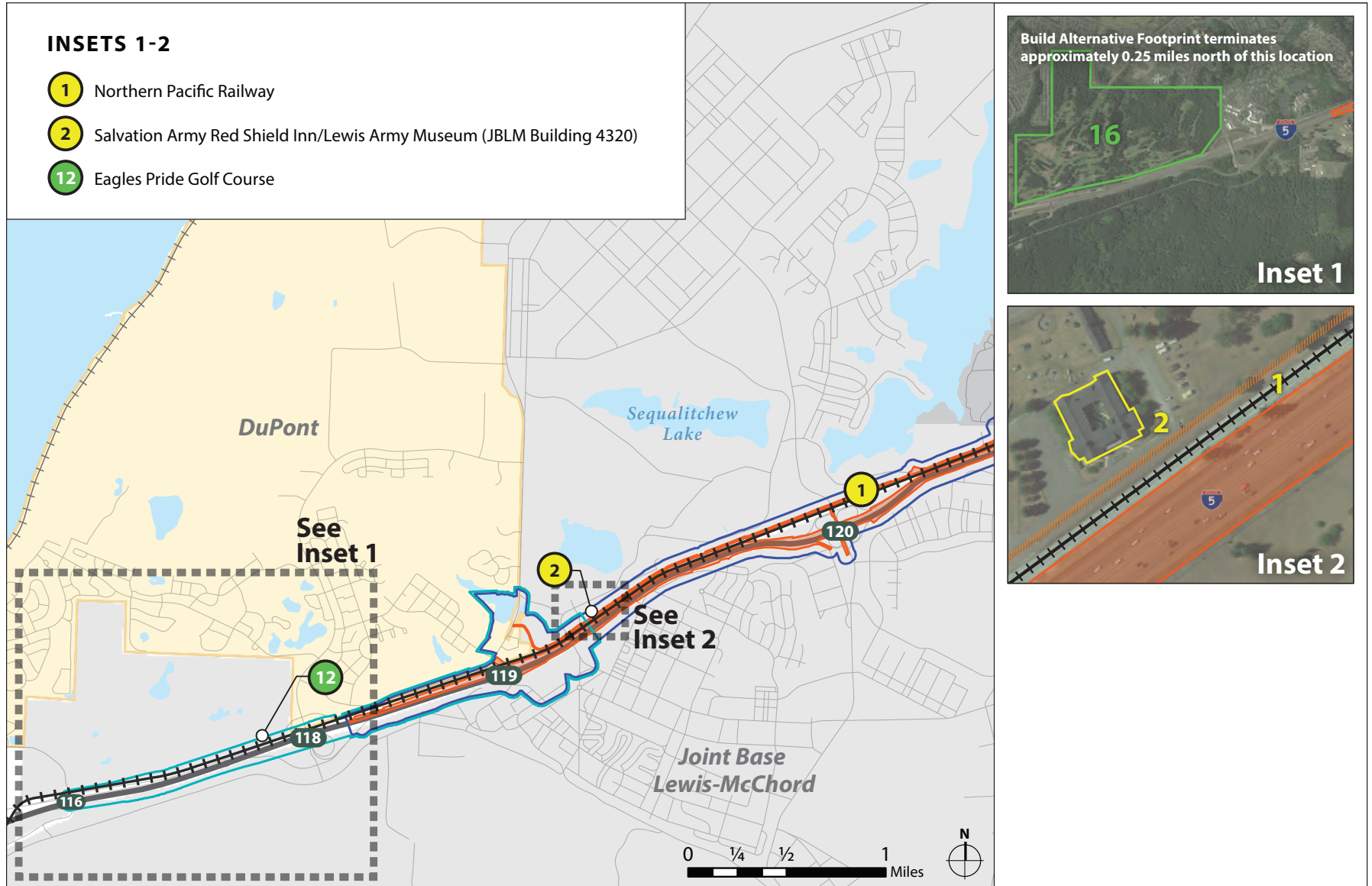
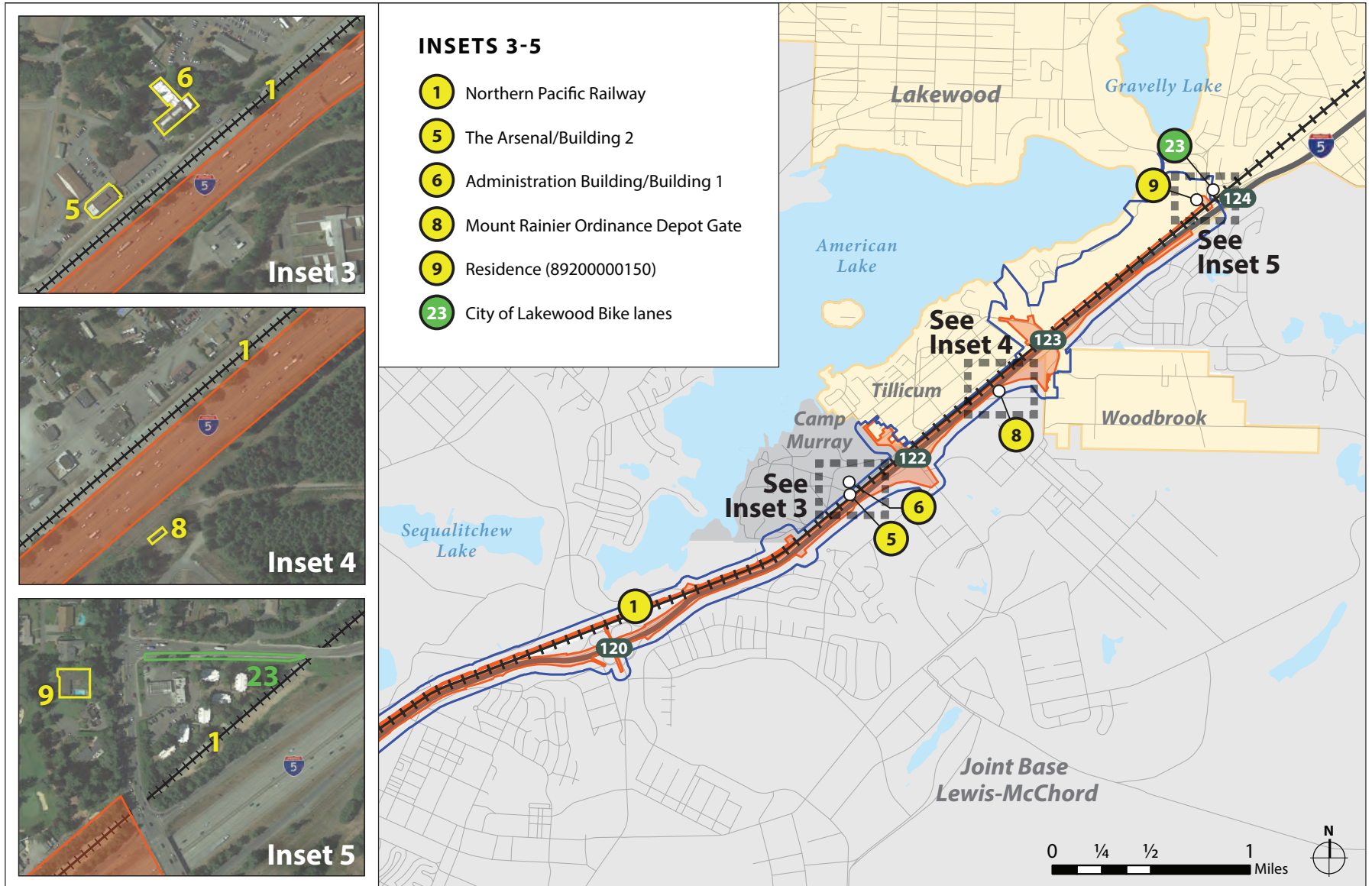


Figure 4.13-4
Section 4(f) Resources
Detail Map - A



INSETS 3-5

- 1 Northern Pacific Railway
- 5 The Arsenal/Building 2
- 6 Administration Building/Building 1
- 8 Mount Rainier Ordnance Depot Gate
- 9 Residence (89200000150)
- 23 City of Lakewood Bike lanes

- Historic Properties
 - Park and Recreation Resources
 - ⚡ Northern Pacific Railway
 - ▭ Area of Potential Effects - North Study Area
 - ▭ Build Alternative Footprint
 - ▭ Figure Inset Callouts
- Refer to the inset image listed for detailed views of these areas*

INTERCHANGES

- 118 Center Drive interchange
- 119 Steilacoom-DuPont Road interchange
- 120 Main Gate interchange
- 122 Berkeley Street interchange

Figure 4.13-5
 Section 4(f) Resources
 Detail Map - B

Note: Refer to Table 4.13-1 for numbered list of Section 4(f) Resources.

The Build Alternative would not use any of the other Section 4(f) resources identified in this section. Additionally, there would be no constructive use to these resources, as impacts would not substantially impair the attributes of the historic resources or recreational opportunities of the park and recreation resources.

4.13.5 What Would Be the Short-Term or Construction Impact of the Build Alternative?

There would be short-term, temporary construction impacts associated with site access needed for construction of the bike-pedestrian path and fencing installation at Greene Park. The temporary use for construction access would be low impact and minor and remain a *de minimis* use. The Build Alternative would not result in a temporary use of any of the other Section 4(f) resources identified in this evaluation and there would be no temporary occupancy of the other Section 4(f) resources listed.

4.13.6 How Can Impacts of the Build Alternative Be Minimized or Mitigated?

All prudent measures were considered to minimize harm to the Section 4(f) resources within the study area, and plans for the Build Alternative were developed while being mindful of the existence and location of 4(f) resources. For example, the reduction of lane and shoulder widths on I-5 resulted in the reduced use or avoidance of several historic properties adjacent to the project. The final alignment of the shared use path was determined through coordination with JBLM and took into consideration the level of impact on other Section 4(f) resources. Additionally, the path construction avoids ground disturbance through Greene Park, minimizing impacts to archaeological resources. The temporary construction impacts would be minimized by limiting the construction access to the minimum area necessary to construct the path and fence, by implementation of standard best management practices, by providing cultural resource training to contractor staff, and by restoring any impacted areas to pre-use condition.