

Chapter 3 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis conducted for the project, the following environmental topics were considered but no adverse project impacts were identified. As a result, no further discussion regarding these issues is provided:

- **Coastal Zone:** The project segments of SR-91 and I-15 are not in or in the immediate vicinity of a designated Coastal Zone. As a result, the Coastal Zone Management Act of 1972 (CZMA), the primary federal law enacted to preserve and protect coastal resources, is not applicable to the proposed project.
- **National Wild and Scenic Rivers:** The project segments of SR-91 and I-15 do not cross and are not in the vicinity of any designated National Wild and Scenic Rivers. As a result, the project is not subject to the requirements of the National Wild and Scenic Rivers Act (16 USC 1271) and the California Wild and Scenic Rivers Act (PRC Section 5093.50 et seq.).

As discussed in Chapter 2, Project Alternatives, the SR-91 CIP Build Alternatives are proposed to be constructed in two phases each: the Initial Phase and the Ultimate Project. As a result, environmental impacts would occur in both the Initial Phases and Ultimate Projects for Alternatives 1 and 2. As shown earlier in Chapter 2, construction would occur on different segments of SR-91 and I-15 for the Initial Phases and Ultimate Projects for Alternatives 1 and 2. As a result, the environmental impacts of Alternatives 1 and 2 could occur (a) only in the Initial Phases, (b) only in the Ultimate Projects, or (c) in both the Initial Phases and Ultimate Projects, depending on the locations of resources and the areas affected by the project construction. The project improvements and the locations of project construction activities in the Initial Phases and Ultimate Projects for Alternatives 1 and 2 are described below.

Figures 3-1 and 3-2 show the segments on SR-91 and I-15 where construction would occur in the Initial Phase and Ultimate Project for Alternative 1, respectively. Table 3.1 lists the improvements in the Initial Phase and Ultimate Project of Alternative 1, respectively.

Table 3.1 Construction Activities in the Initial Phase and Ultimate Project for Alternative 1

| Initial Phase (Figure 3-1) | Ultimate Project (Figure 3-2) |
|--|--|
| <ul style="list-style-type: none"> • Construction of additional lanes on SR-91 between Green River Road and I-15 • Reconstruction of the Green River Road westbound off-ramp • Construction of the eastbound SR-91 to southbound I-15 HOV direct connector and an HOV lane from that connector south to Ontario Avenue • Construction of an HOV lane north from Ontario Avenue and the northbound I-15 to westbound SR-91 HOV direct connector | <ul style="list-style-type: none"> • Construction of additional lanes on SR-91 between Green River Road and I-15 • Reconstruction of the Green River Road westbound off-ramp • Construction of the eastbound SR-91 to southbound I-15 HOV direct connector and an HOV lane from that connector south to Ontario Avenue • Construction of an HOV lane north from Ontario Avenue and the northbound I-15 to westbound SR-91 HOV direct connector |

Source: Riverside County Transportation Commission (2012).

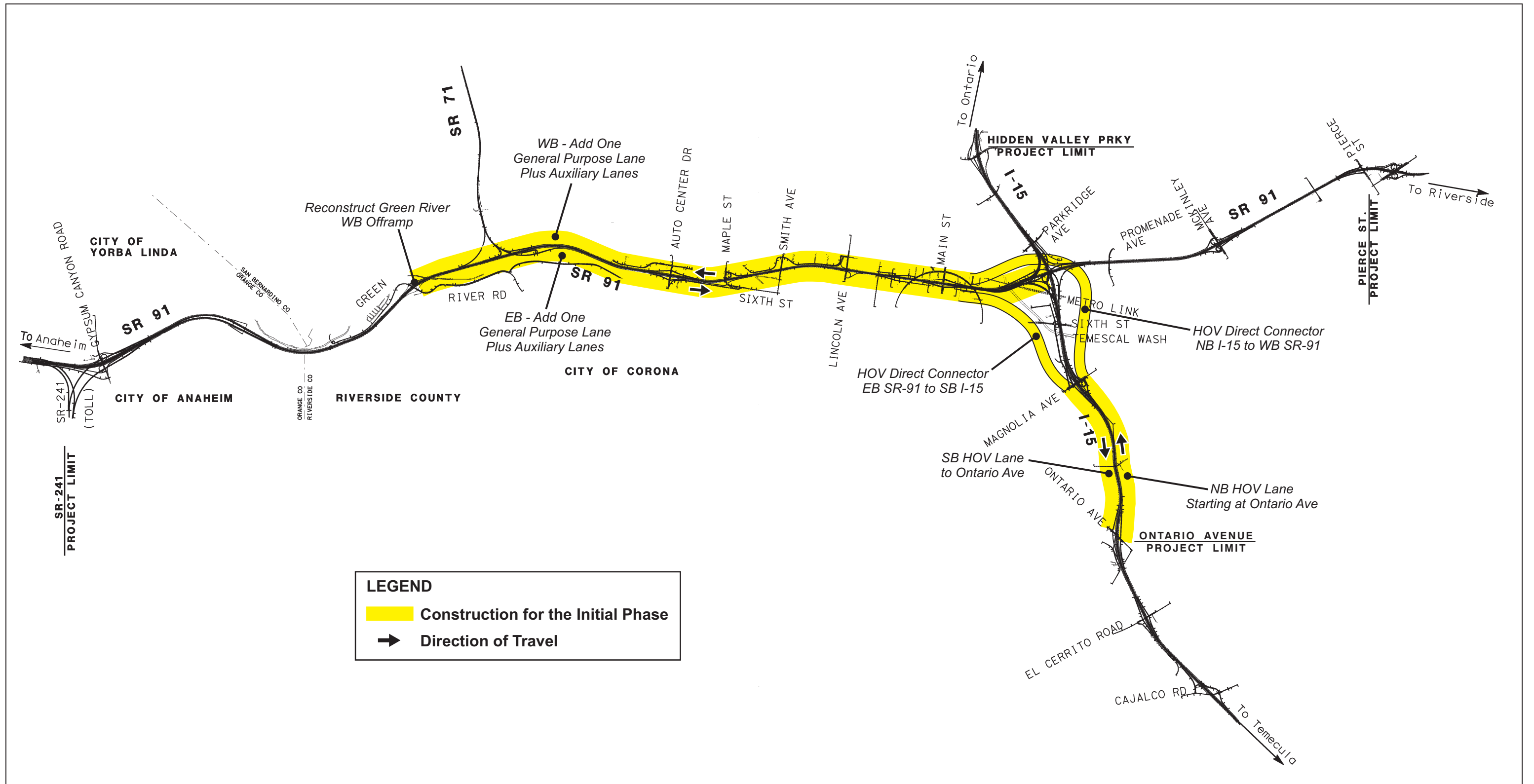
HOV = high-occupancy vehicle

I-15 = Interstate 15

SR-91 = State Route 91

As a result, when impacts of Alternative 1 are noted in this EIR/EIS as occurring in the Initial Phase, they would occur in the areas shown on Figure 3-1. If the impacts are for the Ultimate Project, they would occur in the areas shown on Figure 3-2. As shown by comparing the areas of construction on Figures 3-1 and 3-2, the only area where construction may occur during both the Initial Phase and Ultimate Project for Alternative 1 is the area around the SR-91/I-15 interchange.

Figures 3-3 and 3-4 show the segments on SR-91 and I-15 where construction would occur in the Initial Phase and Ultimate Project for Alternative 2, respectively. As shown on Figure 3-3, construction activities for the improvements in the Initial Phase of Alternative 2 would occur on all project segments of SR-91 and I-15. Table 3.2 lists the improvements in the Initial Phase and Ultimate Project of Alternative 2, respectively.



Note: Refer also to Appendix L, Project Features, which provides detailed preliminary design plans on an aerial photograph base for the two Build Alternatives and their design variations.



NOT TO SCALE

FIGURE 3-1

SR-91 Corridor Improvement Project
 Construction for the Initial Phase of Alternative 1

12-Ora-91-R14.43/R.18.19
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

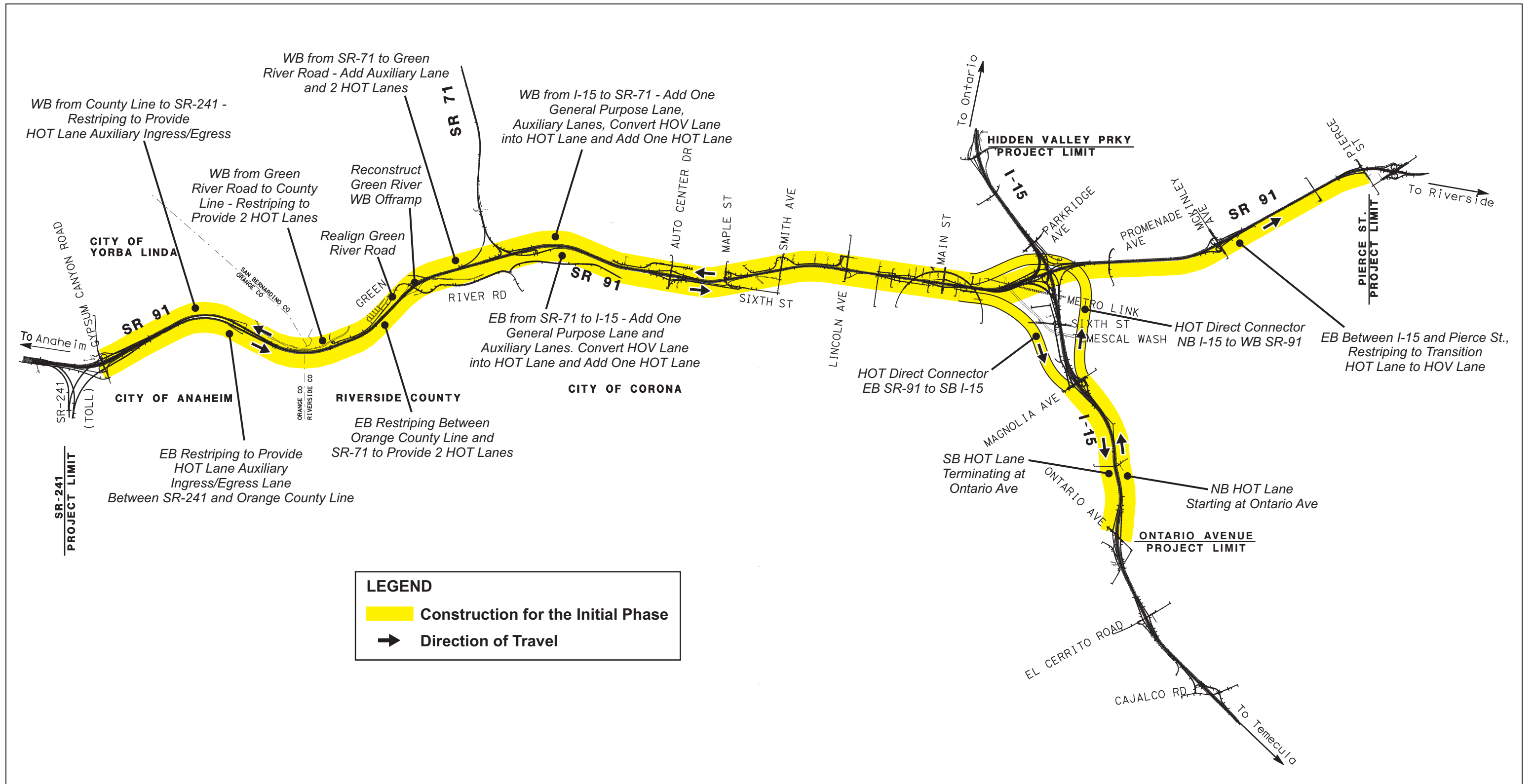


FIGURE 3-3



NOT TO SCALE

SR-91 Corridor Improvement Project
 Construction for the Initial Phase of Alternative 2

12-Ora-91-R14.43/R.18.19
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

Table 3.2 Construction Activities in the Initial Phase and Ultimate Project for Alternative 2

| Initial Phase (Figure 3-3) | Ultimate Project (Figure 3-4) |
|--|---|
| <p>Construction:</p> <ul style="list-style-type: none"> • Additional lanes on SR-91 between SR-91 Green River Road and I-15 • Realignment of a segment of Green River Road • Reconstruction of the Green River Road westbound off-ramp • A direct HOT connector from eastbound SR-91 to southbound I-15 and an HOT lane southbound on I-15 to Ontario Avenue • An HOT lane from Ontario Avenue north to the direct HOT connectors from northbound I-15 to westbound SR-91 <p>Restriping of Existing Pavement on Segments of SR-91:</p> <ul style="list-style-type: none"> • Eastbound and westbound SR-91 between SR-241 and Green River Road to provide HOT lane auxiliary ingress and egress at the SR-91/SR-241 interchange • Eastbound SR-91 between the Orange County line and SR-71, and on westbound SR-91 from Green River Road to the Orange County line to provide two HOT lanes in each direction • On eastbound SR-91 between I-15 and Pierce Street for the change from the HOT lane to the HOV lane. | <p>Construction:</p> <ul style="list-style-type: none"> • Additional lanes on SR-91 between SR-241 and SR-71 • Additional lanes on SR-91 from I-15 to Pierce Street • HOT lanes on I-15 between Ontario Avenue and Cajalco Road • Direct HOT connectors from eastbound SR-91 to northbound I-15 and from southbound I-15 to westbound SR-91. |

Source: Riverside County Transportation Commission (2012).

HOT = high-occupancy toll
 HOV = high-occupancy vehicle
 I-15 = Interstate 15
 SR-71 = State Route 71
 SR-91 = State Route 91
 SR-241 = State Route 241

As shown by comparing the areas of construction on Figures 3-3 and 3-4, the areas where construction would occur during both the Initial Phase and Ultimate Project for Alternative 2 are:

- **SR-91 between SR-241 and SR-71:** There would be no physical disturbance and very limited impacts in this area during the restriping of the existing pavement for the Initial Phase. The majority of construction-related effects would occur on this segment during construction of the improvements in the Ultimate Project.
- **SR-91 between I-15 and Pierce Street:** There would be no physical disturbance and very limited impacts in this area during the restriping of the existing

pavement for the Initial Phase. The majority of construction-related effects would occur on this segment during construction of the improvements in the Ultimate Project.

- **SR-91/I-15 interchange:** There would be project-related construction in and around this interchange in both the Initial Phase and Ultimate Project for Alternative 2. As a result, there would be project-related construction impacts in this area in both the Initial Phase and Ultimate Project for Alternative 2.

As a result, when impacts of Alternative 2 are noted in this EIR/EIS as occurring in the Initial Phase, they would occur in the areas shown on Figure 3-3. If the impacts are for the Ultimate Project, they would occur in the areas shown on Figure 3-4. As noted above, there are three areas where the areas of construction occur during both the Initial Phase and Ultimate Project for Alternative 2.

The analyses in Chapter 3 are based on the technical studies and other references listed in the following appendices to this EIR/EIS:

- **Appendix G, List of Technical Studies:** This appendix lists the technical studies prepared specifically for the SR-91 CIP. As noted in Appendix G, the cited technical studies are available for review at the RCTC office.
- **Appendix H, References:** This appendix lists references such as general plans and census information to describe existing conditions and for the analyses of the project effects.

HUMAN ENVIRONMENT

3.1 Land Use

The analysis of the potential for the project to result in impacts related to land use is described in this section. The technical study used for this analysis was the *Final Community Impact Assessment (CIA)* (December 2011). The study area for existing and General Plan land uses, which could be potentially directly affected by the project, was defined as a band extending approximately 1,000 ft from each side of the existing SR-91 and I-15 centerlines. A much larger area was also considered in this analysis to evaluate a broader area potentially affected by the project. The study area extends through seven land use jurisdictions (five cities and two counties). The general study area consists of urbanized, mixed-use, residential, agricultural, industrial/commercial, and open space uses. The study area is forecast to continue to grow rapidly over the next 20 years, with a projected annual growth rate of 3.4 percent compared to the 1.25 percent average during the same period in southern California. On average, the study area is about 50 percent built out, but that percentage varies depending on individual cities and unincorporated areas. Section 3.2, Growth, provides a detailed discussion of forecasted growth in the study area cities and counties.

The discussions in this section related to land use are provided in the following three subsections:

- 3.1.1, Existing and Future Land Uses
- 3.1.2, Consistency with Federal, State, Regional, and Local Plans
- 3.1.3, Parks and Recreational Facilities

3.1.1 Existing and Future Land Uses

3.1.1.1 Affected Environment

The project segments of SR-91 and I-15 and their design variations cross incorporated cities and unincorporated communities. This analysis evaluates existing land uses that would be converted to transportation uses by the Build Alternatives. The analysis is based on the most current available geographic information system (GIS) data from the applicable local jurisdictions (Riverside and Orange County, and the Cities of Anaheim, Yorba Linda, Corona, Riverside, and Norco); therefore, the GIS data may not reflect very recent changes in existing land uses.

Existing Land Uses

The land use study area and the existing land uses in the study area are shown on Figure 3.1-1. A summary of existing land uses in the study area is provided in Table 3.1.1. The western part of the study area includes land in CHSP, as shown on Figure 3.1-2 (Sheet 1 of 3). There is one trail in the part of CHSP in the vicinity of Green River Road in the project study area.

Proposed Land Uses

The assessment of impacts to General Plan-designated land uses was based on mapping prepared for the SR-91 study area using a compilation of General Plan Land Use Elements, local zoning information, and master development plans for the jurisdictions in the project study area. The areas of temporary disturbance and permanent right-of-way acquisition for Alternatives 1 and 2 and their design variations were overlaid through GIS mapping onto the compiled land use maps and aerial photographs, and impacts were assessed. The total areas of permanent right-of-way acquisition for each Build Alternative were compiled. In addition, a general consistency analysis based on General Plan land use designations was conducted. Figure 3.1-2 shows greater detail of the project study area and the General Plan land use designations in that study area.

For detailed information on agricultural land uses, refer to Section 3.3, Farmlands and Timberlands.

Development Trends

Approved and planned transportation projects in northeastern Orange County and western Riverside County are listed in Table 3.25.1 and are shown on Figure 3.25-1. Approved and planned land use and nontransportation infrastructure projects are shown in Table 3.25-2 and on Figure 3.25-1. The potential environmental impacts of those projects, if known, are also summarized in Tables 3.25.1 and 3.25.2.

3.1.1.2 Environmental Consequences

Summary of Impacts

The Initial Phases and Ultimate Projects of Alternatives 1 and 2 and their design variations would result in the permanent incorporation of lands designated in the local general plans into the SR-91 and I-15 transportation facilities. The majority of the land that will be affected is already designated Transportation in those general plans. Specifically, depending on the design variation, Alternative 1 will result in the permanent use of between 61.8 acres (ac) and 65.7 ac of land designated Commercial,

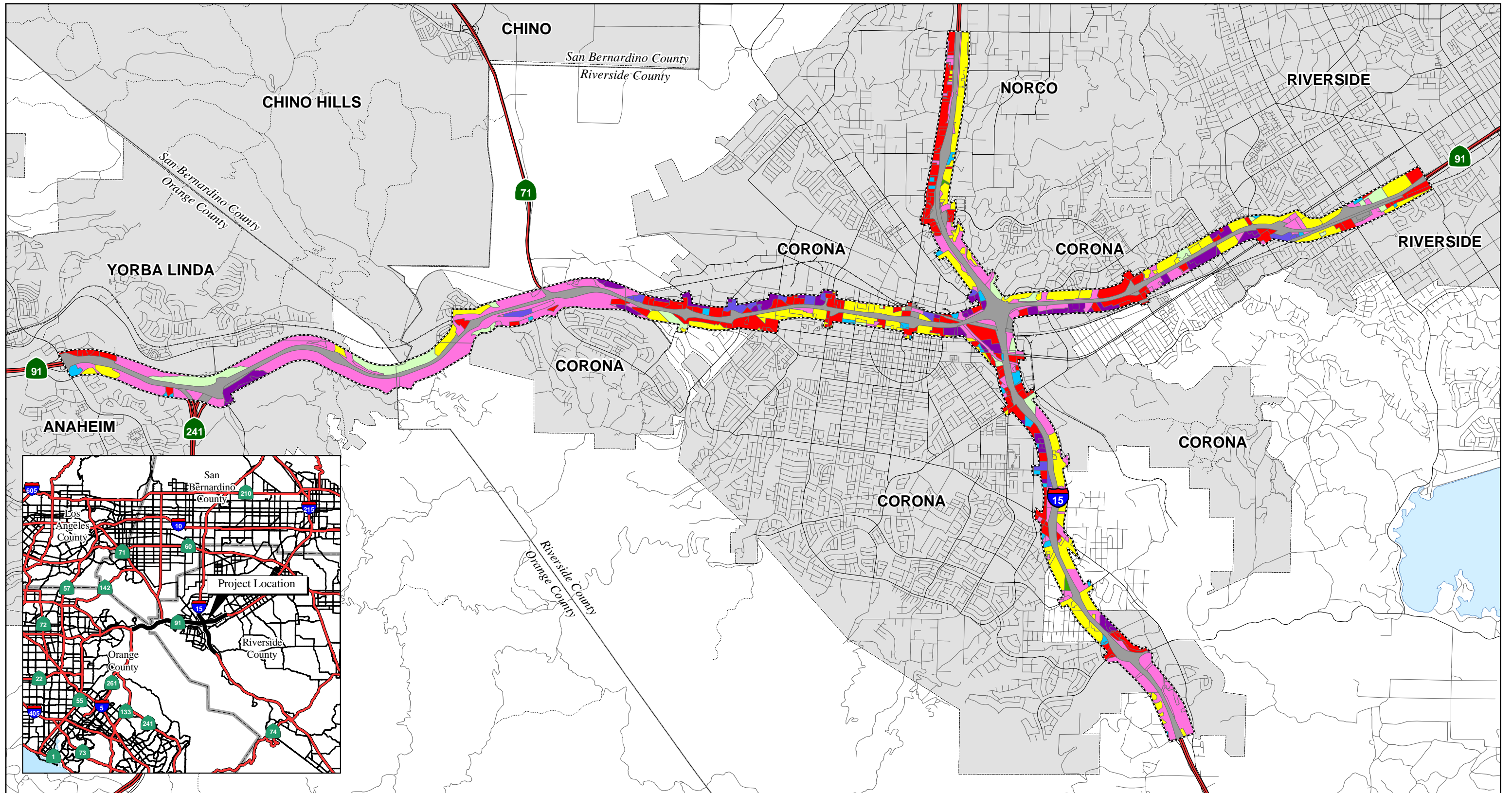
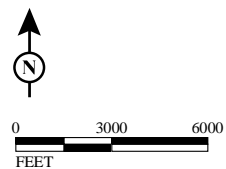


FIGURE 3.1-1

LEGEND

- | | | |
|-------------------------|---------------------------------|--|
| Study Area Boundary | Industrial | Other (Vacant Land/Under Construction) |
| Agriculture | Institutional | Residential |
| Commercial | Mixed Commercial and Industrial | Transportation |
| Open Space & Recreation | | |



SR-91 Corridor Improvement Project

Existing Land Uses

12-Ora-91-R14.43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

SOURCE: ESRI (2006), TBM (2008), PB (2008)

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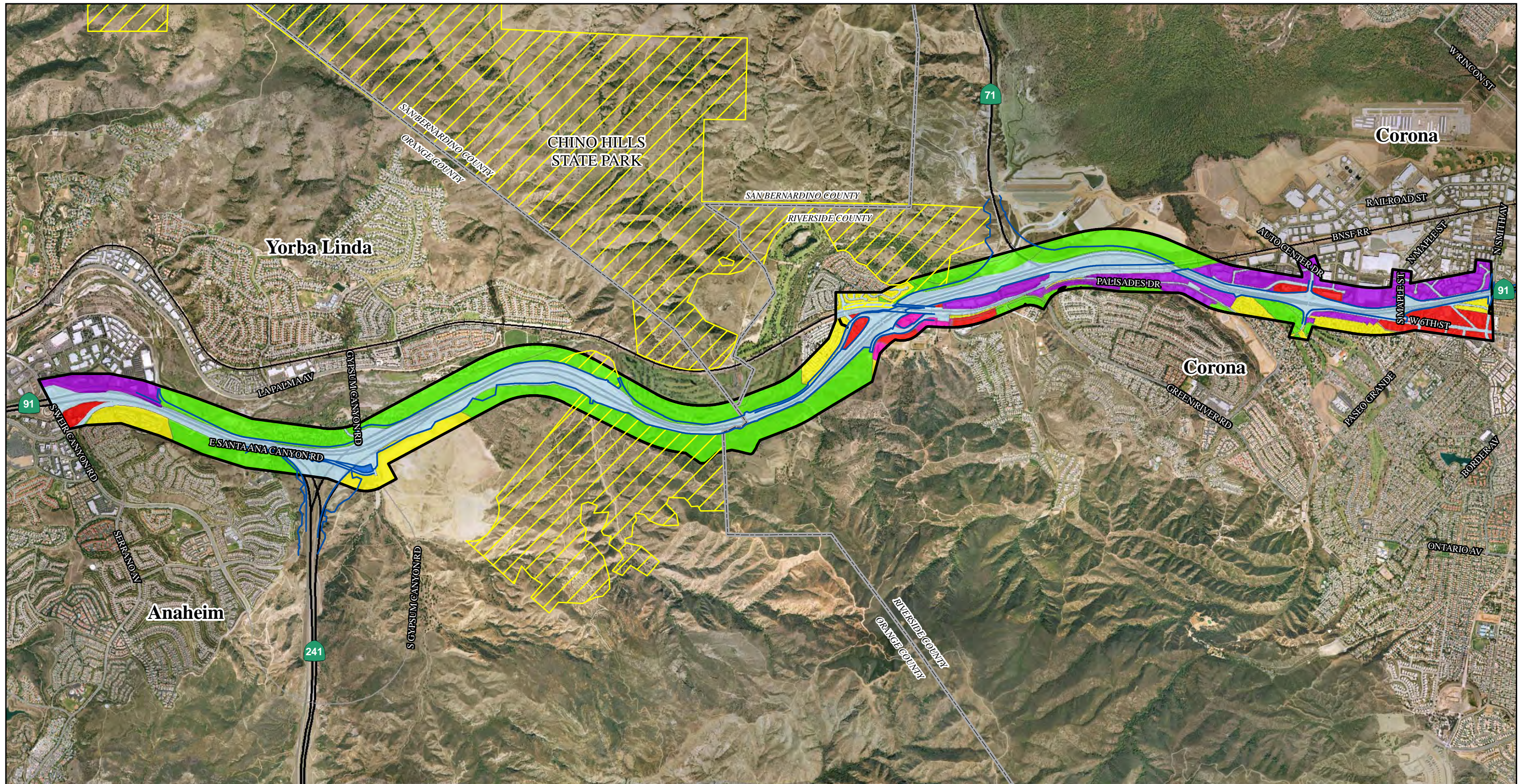
Table 3.1.1 Existing Land Uses

| Jurisdiction | Existing Land Uses |
|---------------------|---|
| Orange County | <p>Orange County covers 798 sq mi., including 42 mi of coastline along the Pacific Ocean.</p> <p>In the study area, the only unincorporated section of Orange County is north of SR-91 and adjacent to the County line, as shown on Figure 3.1-2 (Sheet 1 of 3). This area is designated in the County of Orange General Plan as Open Space/Recreation, which provides for limited land uses that do not require substantial urban infrastructure. This designation indicates the current and near-term uses of the land, most of which are zoned agricultural. It is not necessarily an indication of a long-term commitment of specific uses. Currently, this area is vacant and undeveloped.</p> |
| Riverside County | <p>Riverside County is the fourth largest county in the State, encompassing approximately 7,400 sq mi and extending west from the Colorado River to within 14 mi of the Pacific Ocean, a distance of approximately 200 mi. The western half of Riverside County is bounded by the Santa Ana Mountains and Cleveland National Forest (CNF) on the west and the San Jacinto Mountains and the San Bernardino National Forest on the east. The western part of the County contains the greatest concentration of population and has experienced the greatest growth pressures in recent decades.</p> <p>The majority of this population is concentrated in the incorporated cities of Corona and Riverside. The majority of the study area land uses in unincorporated Riverside County is located along I-15, south of the Cajalco Road entrance and exit ramps. This area consists of rural residential uses west of I-15 and new single-family residential developments on the east side of I-15. There is a shopping center on the north side of Cajalco Road, east of I-15. There are scattered residential uses and equestrian properties farther east of I-15. According to the Riverside County General Plan, the most common General Plan designations in this area are Residential, Commercial, and Industrial, as shown on Figure 3.1-2 (Sheet 3 of 3).</p> |
| City of Anaheim | <p>Land in the City of Anaheim is located in the west part of the SR-91 CIP study area. The City of Anaheim General Plan Land Use Element indicates that the land uses in and adjacent to the study area are designated Commercial, Residential, and Open Space/Recreation, as shown on Figure 3.1-2 (Sheet 1 of 3).</p> <p>The commercial area is in the westernmost part of the study area, adjacent to South Weir Canyon Road. There are attached and detached single-family residences in hillside areas and with small lot sizes in clustered developments. The open space area is on the east side of the residential area and west of State Route 241 (SR-241). The Open Space/Recreation designation in the City's General Plan is for areas intended to remain in natural open space, utility easements that provide recreational access, landscaped freeway remnant parcels, and land areas surrounding major water features.</p> |
| City of Yorba Linda | <p>A very small part of the land use study area along SR-91, consisting of an approximately 1.8 mi long area of the western project segment and on the north side of SR-91, is in the City of Yorba Linda. The City's General Plan land use designations in this area are Open Space/Recreation and Industrial, as shown on Figure 3.1-2 (Sheet 1 of 3).</p> |
| City of Corona | <p>A large part of the study area is in the City of Corona. This includes areas along SR-91 from the western city limits to the eastern city limits (to approximately Buchanan Street, approximately 10.5 mi), north on I-15 to the city limits at Hidden Valley Parkway (east side of I-15), and south on I-15 to the city limits (approximately 7 mi).</p> <p>The designated land uses along SR-91 in Corona include Residential, Mixed-Use, Industrial, Commercial, and Open Space/Recreation as shown on Figure 3.1-2 (Sheets 1 and 2 of 3). Along I-15, the land use designations are predominantly Residential, Mixed-Use, Industrial, Commercial, and Open Space/Recreation, as shown on Figure 3.1-2 (Sheet 3 of 3).</p> |
| City of Riverside | <p>The part of the City of Riverside in the project study area starts at the city limits at approximately Buchanan Street and continues east to Pierce Street (the project's eastern terminus, approximately 0.5 mi). The General Plan land use designations in the study area include Residential, Mixed-Use, Commercial, and Open Space/Recreation, as shown on Figure 3.1-2 (Sheet 2 of 3).</p> |
| City of Norco | <p>The part of the City of Norco in the SR-91 CIP study area includes land adjacent to I-15 from the City of Corona boundary at Hidden Valley Parkway on the south to Fifth Street on the north (approximately 2.5 mi). The City's General Plan land use designations in the City of Norco part of the study area include Commercial, Industrial, and Residential, as shown on Figure 3.1-2 (Sheet 3 of 3).</p> |

Source: *Community Impact Assessment* (2010).

CIA = Community Impact Assessment I-15 = Interstate 15 SR-241 = State Route 241
 CIP = Corridor Improvement Project mi = miles SR-91 = State Route 91
 CNF = Cleveland National Forest sq mi = square miles

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LEGEND

- | | |
|---|---|
| Study Area Boundary | Industrial |
| Chino Hills State Park | Mixed Use (Industrial/Commercial/Residential) |
| Existing Right of Way | Open Space/Recreation |
| General Plan Land Use Designations | |
| Agriculture | Public Facilities |
| Commercial | Residential |
| | Transportation |

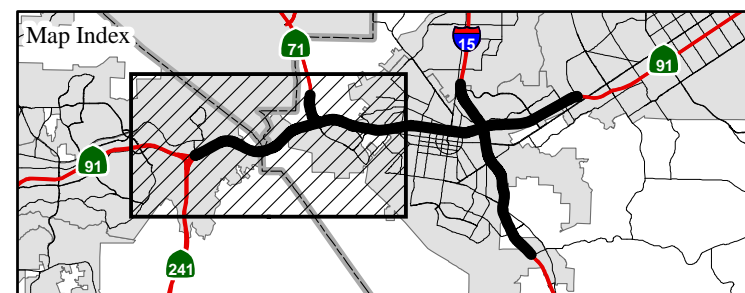
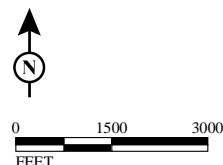


FIGURE 3.1-2
Sheet 1 of 3

SR-91 Corridor Improvement Project
General Plan Land Use Designations

12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540

SOURCE: AirPhotoUSA (04/2007); City of Anaheim (2008); City of Corona (2004); City of Yorba Linda (2004).
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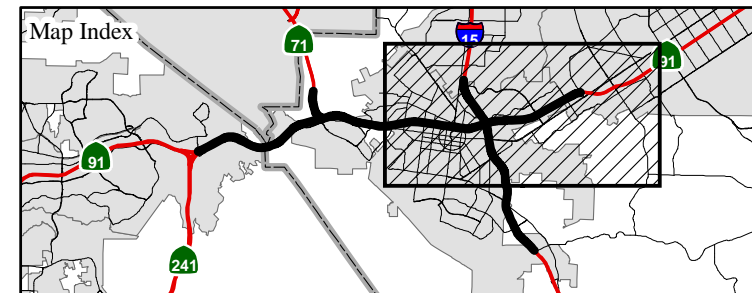
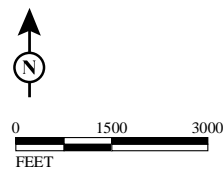
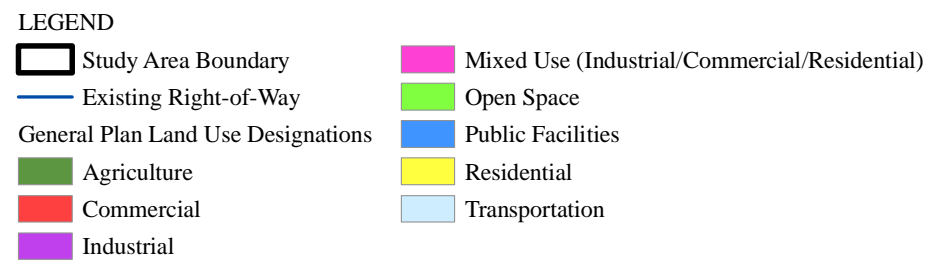
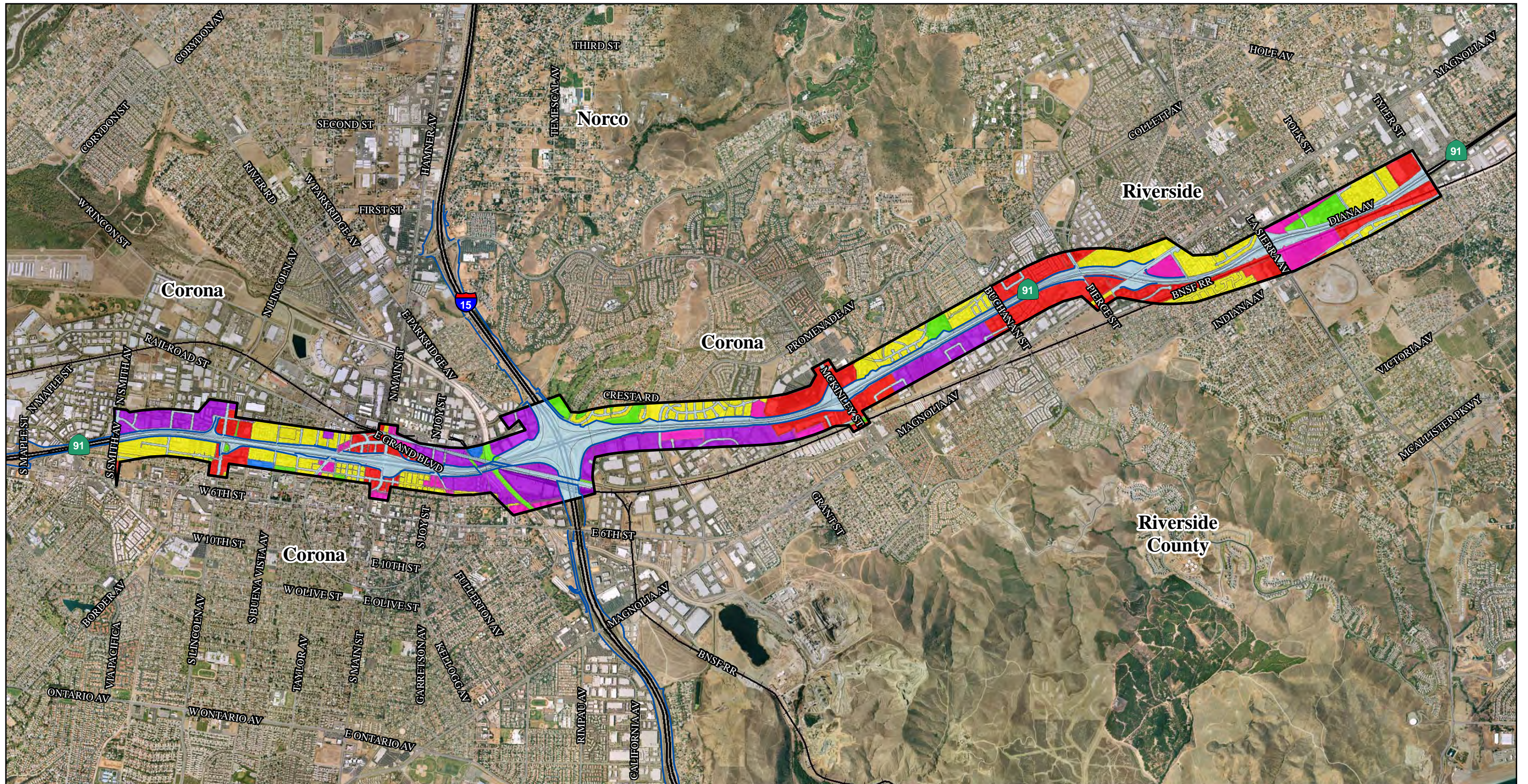


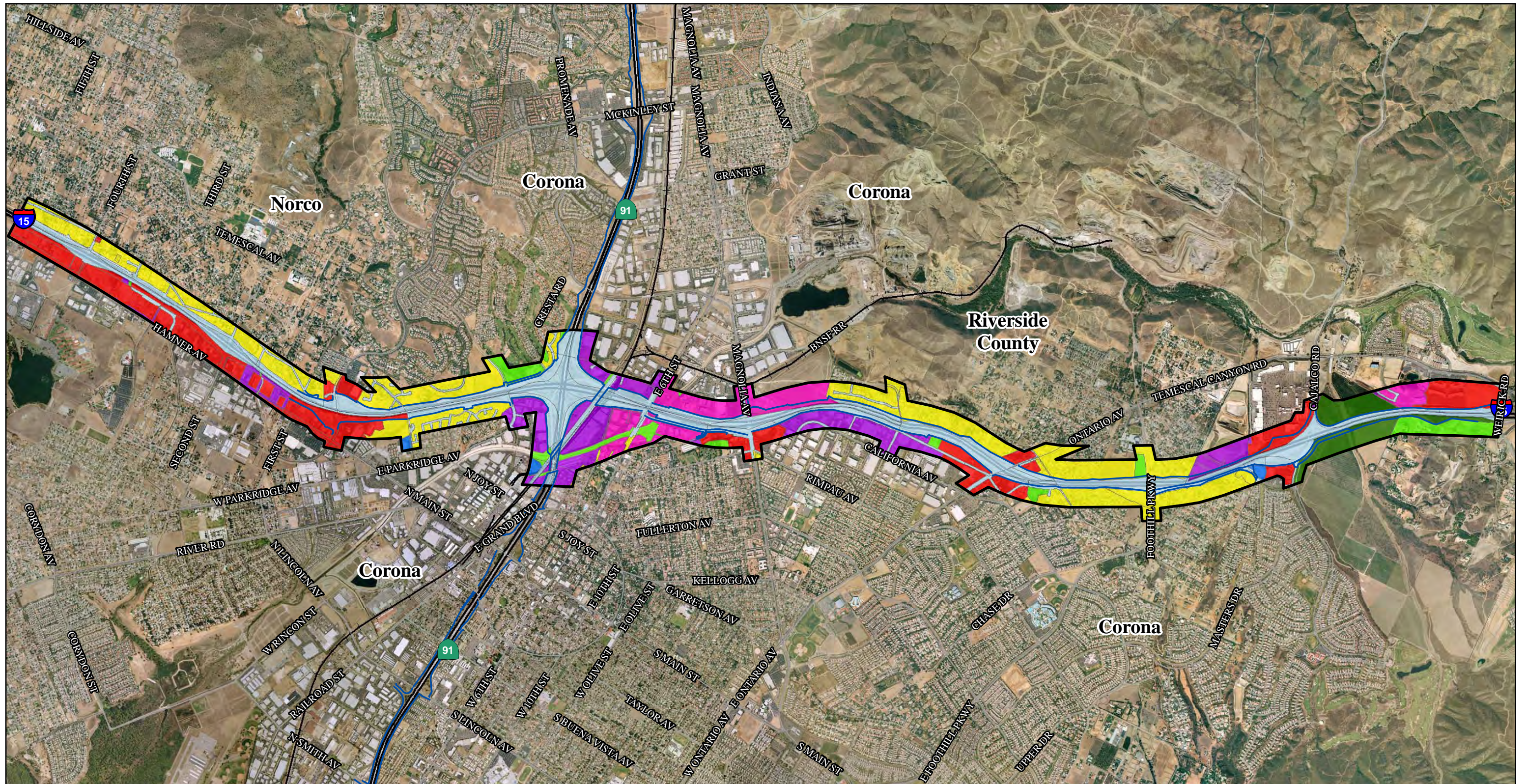
FIGURE 3.1-2
Sheet 2 of 3

SR-91 Corridor Improvement Project
General Plan Land Use Designations

12-Ora-91-R14.43/R18.91
08-Riv-91-R.0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540

SOURCE: AirPhotoUSA (04/2007); City of Anaheim (2008); City of Corona (2004); City of Yorba Linda (2004).
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LEGEND

- Study Area Boundary
- Existing Right-of-Way
- General Plan Land Use Designations**
- Agriculture
- Commercial
- Industrial
- Mixed Use (Industrial/Commercial/Residential)
- Open Space
- Public Facilities
- Residential
- Transportation

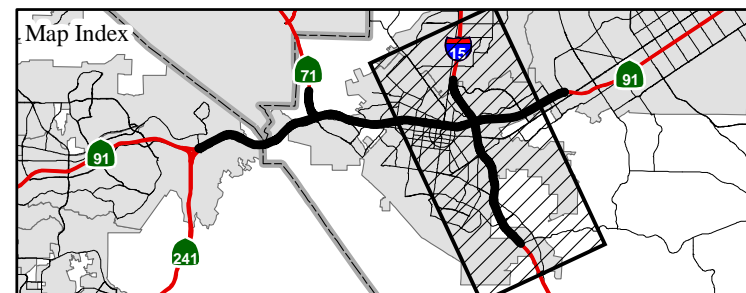
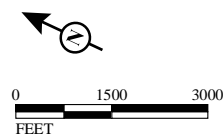


FIGURE 3.1-2
Sheet 3 of 3

SR-91 Corridor Improvement Project
General Plan Land Use Designations
 12-Ora-91-R14.43/R18.91
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

SOURCE: AirPhotoUSA (04/2007); City of Anaheim (2008); City of Corona (2004); City of Yorba Linda (2004).
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Industrial, Mixed-Use, Open Space/Recreation, and Public Facilities and between 150.2 ac and 154.9 ac of land designated Transportation. Depending on the design variation, Alternative 2 will result in the permanent use of between 78.0 ac and 94.6 ac of land designated Commercial, Industrial, Mixed-Use, Open Space/Recreation, and Public Facilities and between 226.1 ac and 251.6 ac of land designated Transportation. As a result, Alternatives 1 and 2 would require the local jurisdictions to amend their General Plan Land Use Elements to reflect the incorporation of nontransportation-designated land into the SR-91 and I-15 facilities.

The construction of the Initial Phases and Ultimate Projects of Alternatives 1 and 2 and their design variations would result in temporary adverse impacts to existing land uses, including business and neighborhood disruptions, disruptions of local travel patterns and access to individual properties; increased congestion, noise, vibration, and dust; and use of property for temporary construction easements (TCEs).

Summary of Impacts for Alternative 2f

Alternative 2f has been identified as the Preferred Alternative. The Initial Phase of Alternative 2f would result in the permanent use of 64.0 ac of land designated as Commercial, Industrial, Open Space/Recreation, Public Facilities, and Residential, and 125.4 ac of land designated as Transportation.

The Alternative 2f Ultimate Project would result in the permanent use of a total of 78 ac of land designated Commercial, Industrial, Mixed-Use, Open Space/Recreation, Public Facilities, and Residential, and 226.1 ac of land designated as Transportation. The totals for the Ultimate Project include the acreage impacted by the Initial Phase described above. As a result, Alternative 2f would also require the local jurisdictions to amend their General Plan Land Use Elements to reflect the incorporation of non-transportation-designated land into the SR-91 and I-15 facilities.

The construction of the Alternative 2f Initial Phase and Ultimate Project would result in temporary adverse impacts to existing land uses, including business and neighborhood disruptions; disruptions of local travel patterns and access to individual properties; increased congestion, noise, vibration, and dust; and use of property for TCEs, as discussed for Alternatives 1 and 2.

Permanent Land Use Impacts

Alternatives 1 and 2

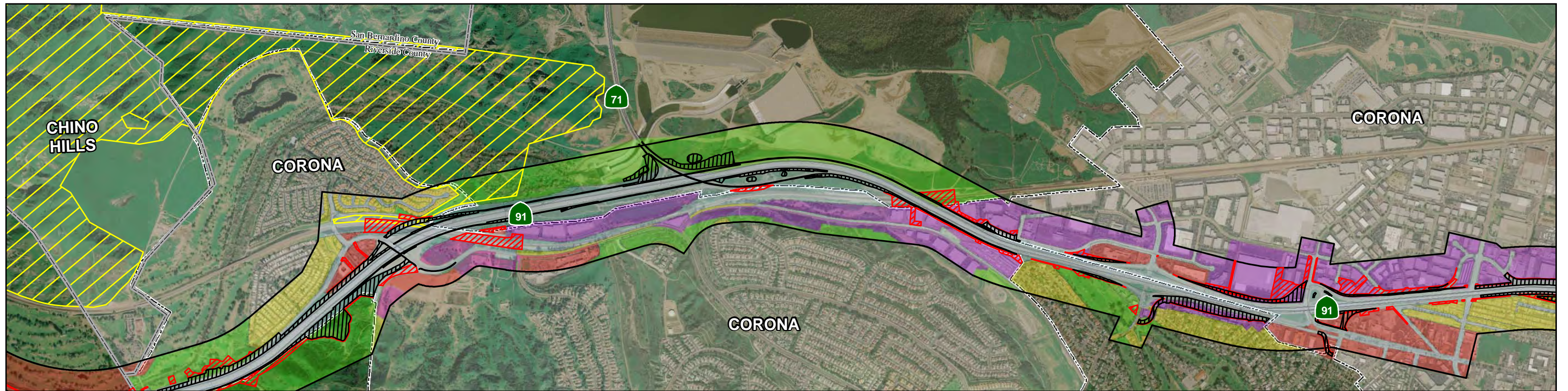
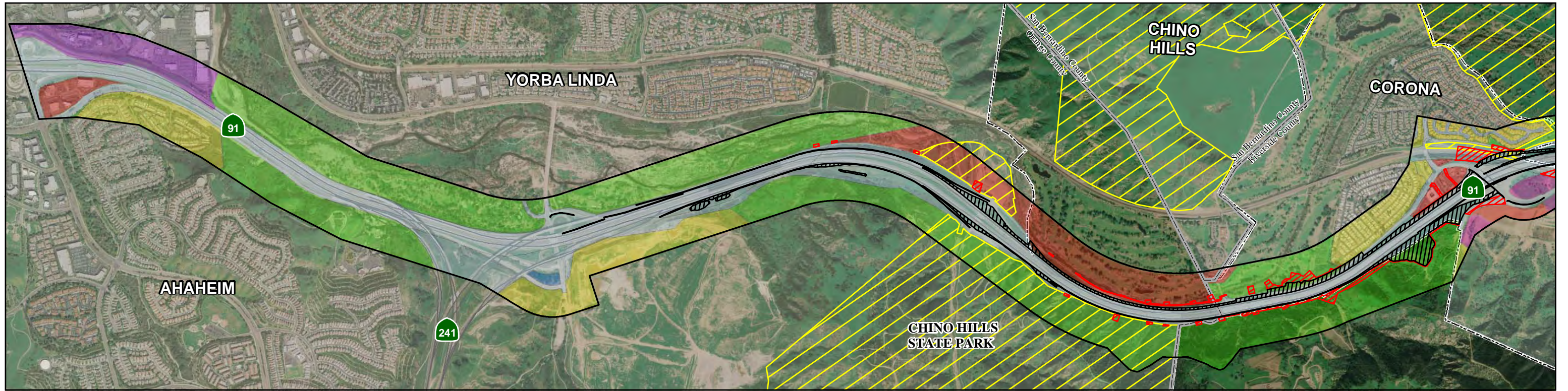
Alternatives 1 and 2 would result in permanent impacts to General Plan land uses as a result of the acquisition of right-of-way and the incorporation of that property into the

transportation facilities. The impacted General Plan land uses are shown on Figure 3.1-3 (Sheets 1 through 3) and Figure 3.1-4 (Sheets 1 through 3) for Alternatives 1 and 2, respectively. Table 3.1.2 summarizes the impacts of the project on General Plan land use designations by alternative and design variation.












As shown in Table 3.1.2, Alternatives 1 and 2 and their design variations would impact designated Residential, Commercial, Industrial, Transportation, Open Space/ Recreation, Mixed-Use, and Public Facilities General Plan land uses. In summary, the Alternative 1 Ultimate Project and its design variations would use a total of between 212.0 ac and 220.6 ac of land, and the Alternative 2 Ultimate Project and its design variations would use between 304.1 ac and 345.2 ac of land, as shown in Table 3.1.2.

As discussed earlier on page 3-1, impacts will occur at different locations along the alignments of SR-91 and I-15 during the Initial Phases and Ultimate Projects for Alternatives 1 and 2. As shown earlier on Figures 3-1 and 3-2, there is only very limited overlap of the Initial Phase and Ultimate Project construction for Alternative 1 at the SR-91/I-15 interchange. As a result, land use impacts related to the conversion of land to the transportation designation would occur only once along those alignments. At the SR-91/I-15, any land acquired for the Initial Phase would not be impacted again by the Ultimate Project. In the Ultimate Project in Alternative 1, some additional land at that interchange would be impacted compared to the Initial Phase of Alternative 1.

As shown on Figures 3-3 and 3-4, there is overlap of the Initial Phase and Ultimate Project construction for Alternative 2 at three locations: on SR-91 between SR-241 and SR-71, on SR-91 between I-15 and Pierce Street, and at the SR-91/I-15 interchange. Because the project improvements on those two segments of SR-91 require only restriping of the existing pavement for the Initial Phase, there would be no changes in land use designations associated with the Initial Phase of Alternative 2. There would be additional land use designation changes at the SR-91/I-15 interchange for the Alternative 2 Ultimate Project; however, as noted above, land previously affected by the Initial Phase would not be impacted again by the Ultimate Project.



LEGEND

- | | |
|---|---|
|  Permanent Impacts |  Mixed Use (Industrial/Commercial/Residential) |
|  Temporary Impacts |  Open Space/Recreation |
| Land Uses | |
|  Agriculture |  Public Facilities |
|  Commercial |  Residential |
|  Industrial |  Transportation |
| |  Chino Hills State Park |

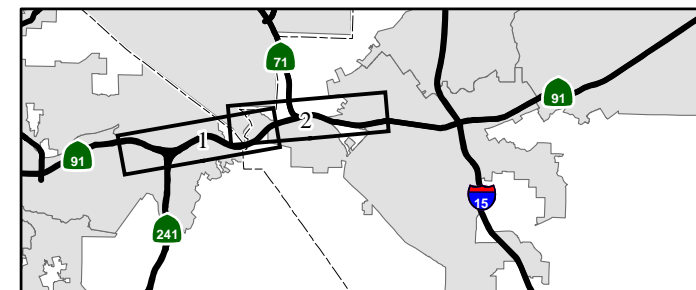
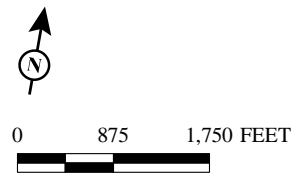
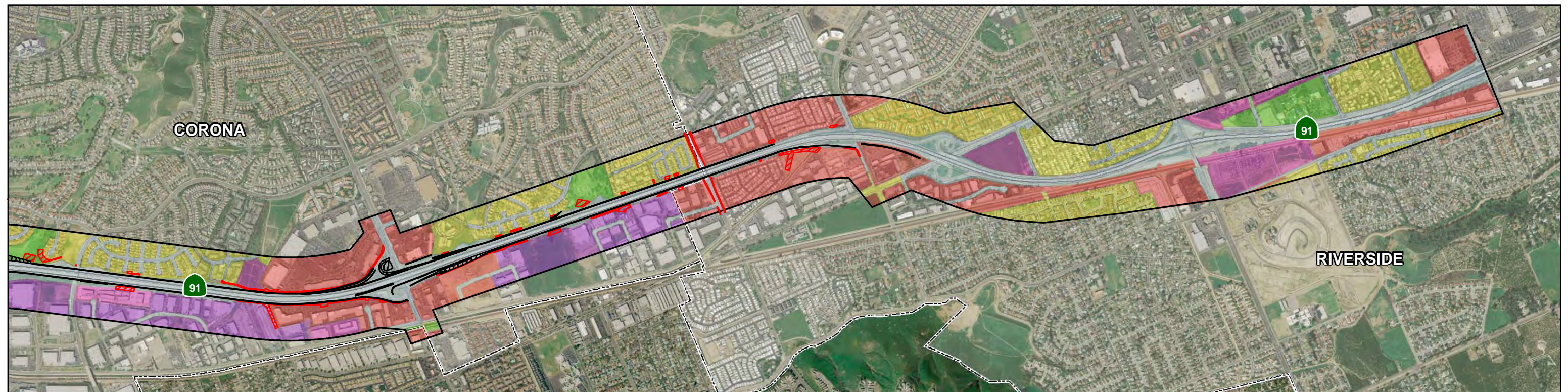
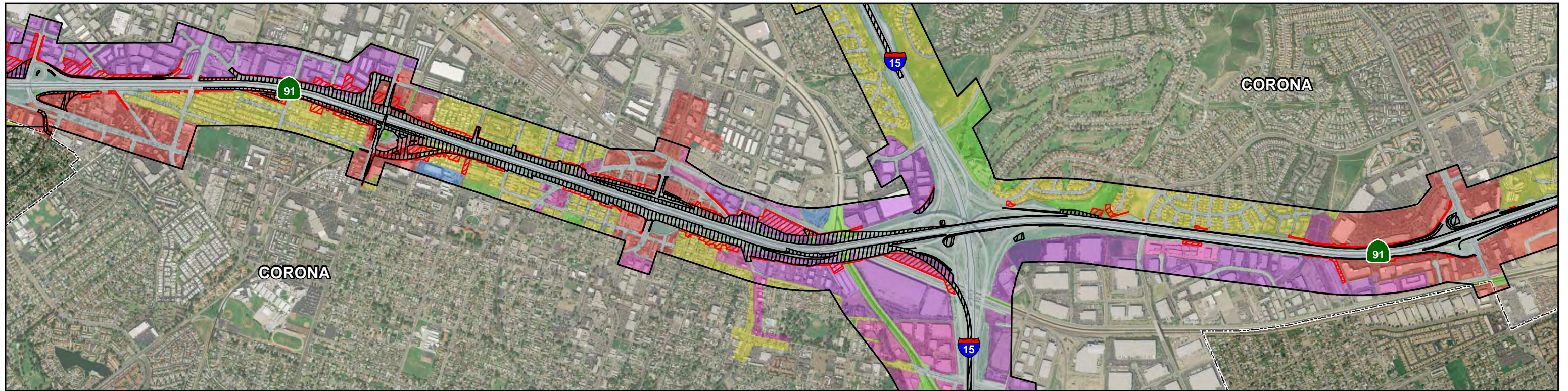


FIGURE 3.1-3
Sheet 1 of 3

SR-91 Corridor Improvement Project
Alternative 1 Project General Plan Land Use Impacts

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LEGEND

| | | | |
|------------------|-------------------|--|---|
| | Permanent Impacts | | Mixed Use (Industrial/Commercial/Residential) |
| | Temporary Impacts | | Open Space/Recreation |
| Land Uses | | | Public Facilities |
| | Agriculture | | Residential |
| | Commercial | | Transportation |
| | Industrial | | |

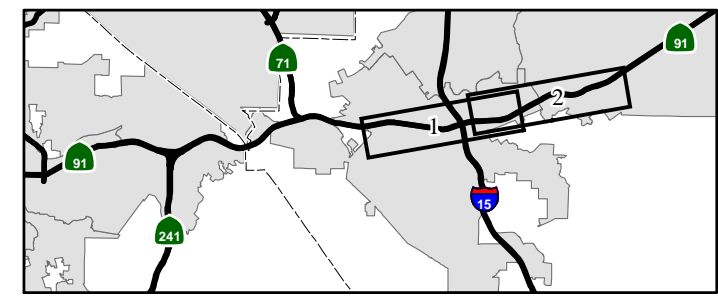
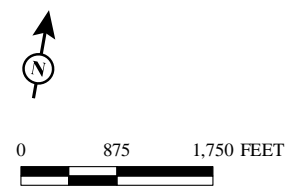
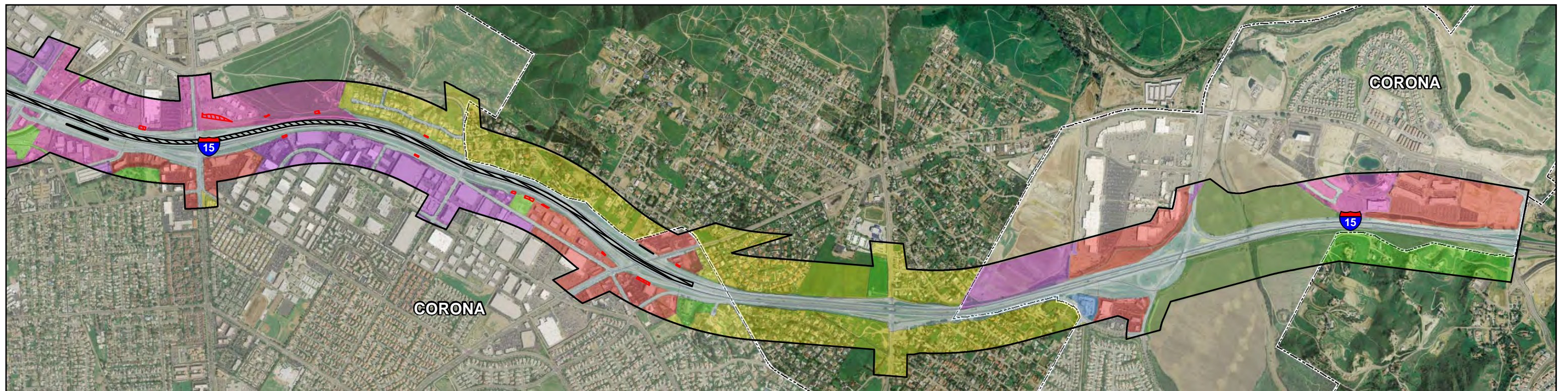
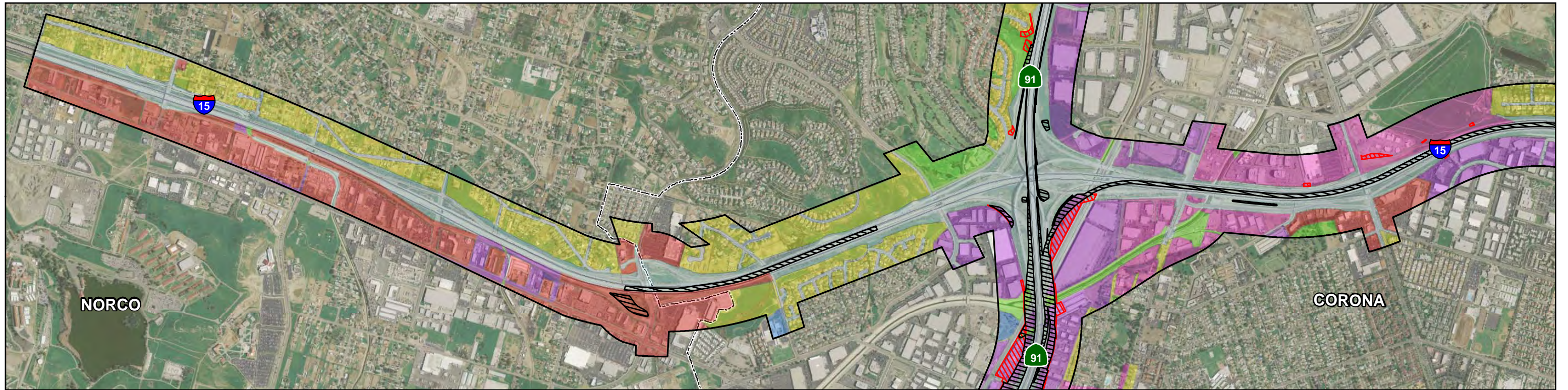


FIGURE 3.1-3
Sheet 2 of 3

SR-91 Corridor Improvement Project
Alternative 1 Project General Plan Land Use Impacts

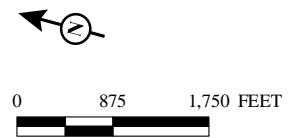
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LEGEND

| | |
|-------------------|---|
| Permanent Impacts | Mixed Use (Industrial/Commercial/Residential) |
| Temporary Impacts | Open Space/Recreation |
| Land Uses | Public Facilities |
| Agriculture | Residential |
| Commercial | Transportation |
| Industrial | |



SOURCE: Digital Globe (04/2008); PB (2008)
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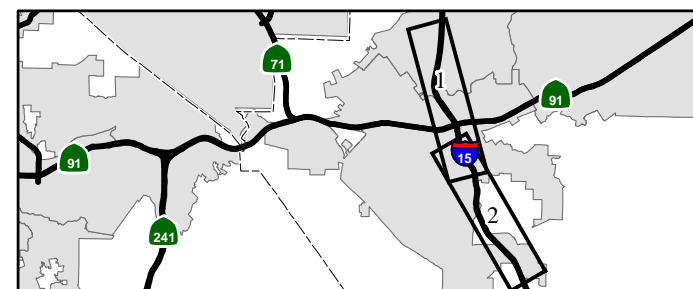


FIGURE 3.1-3
 Sheet 3 of 3

SR-91 Corridor Improvement Project
 Alternative 1 Project General Plan Land Use Impacts

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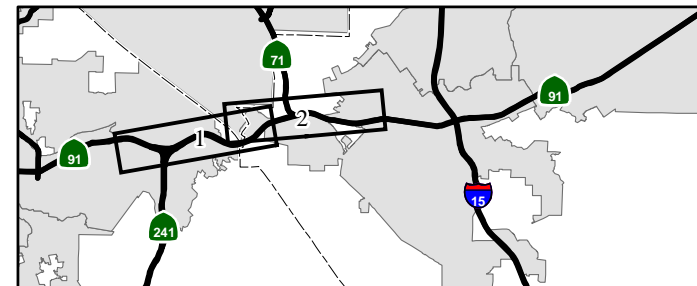
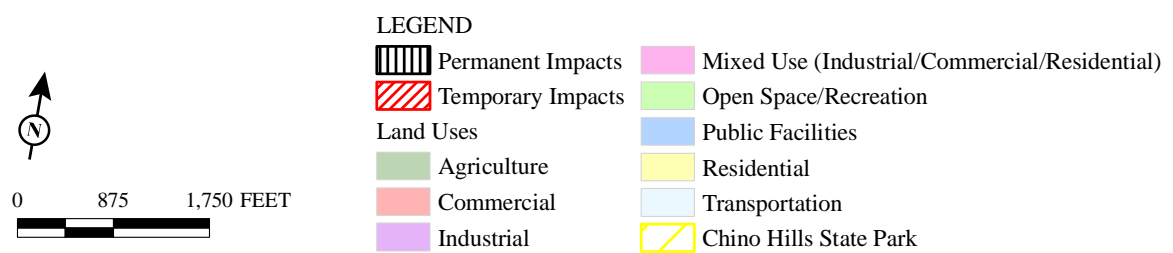
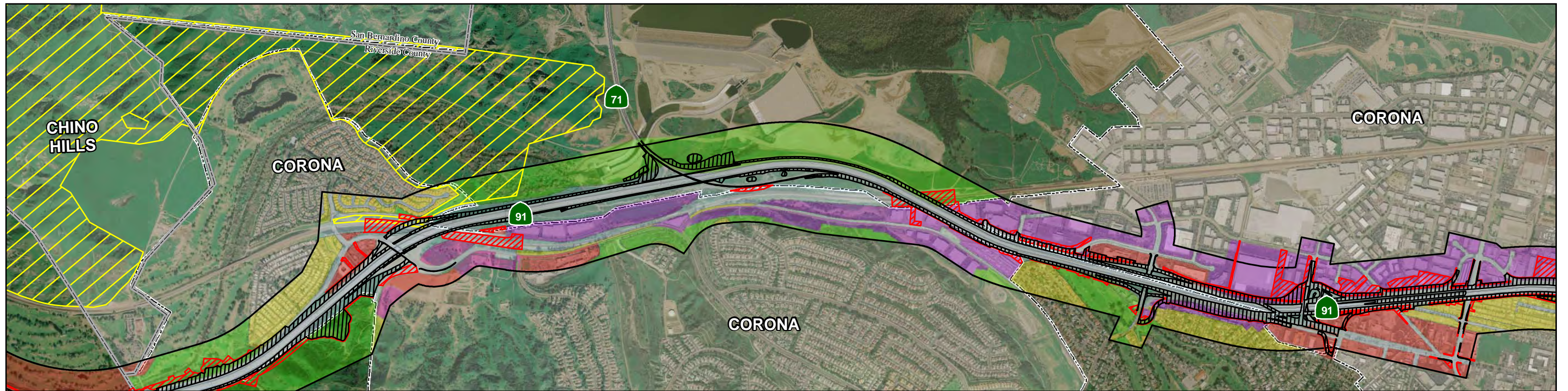
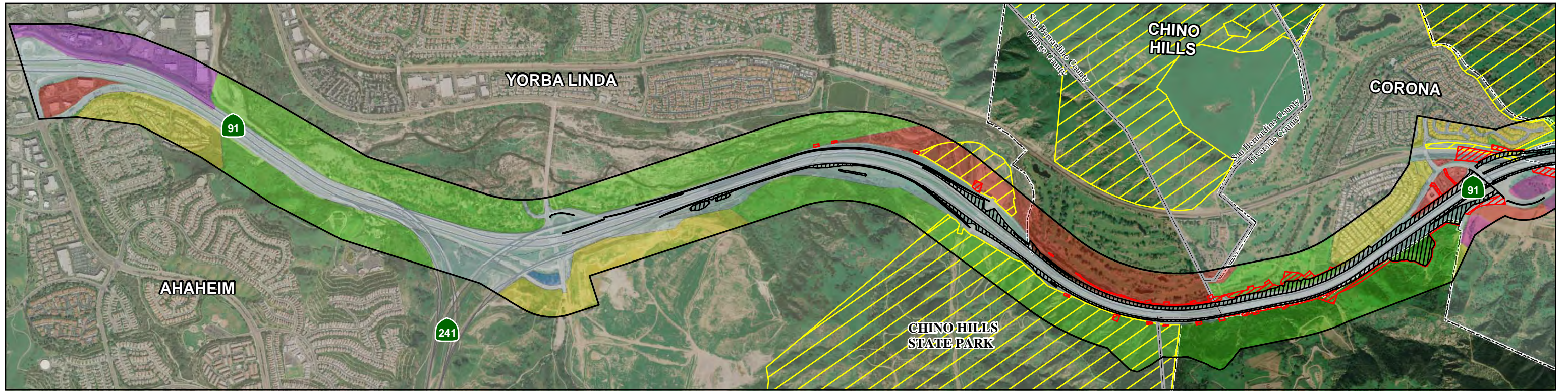
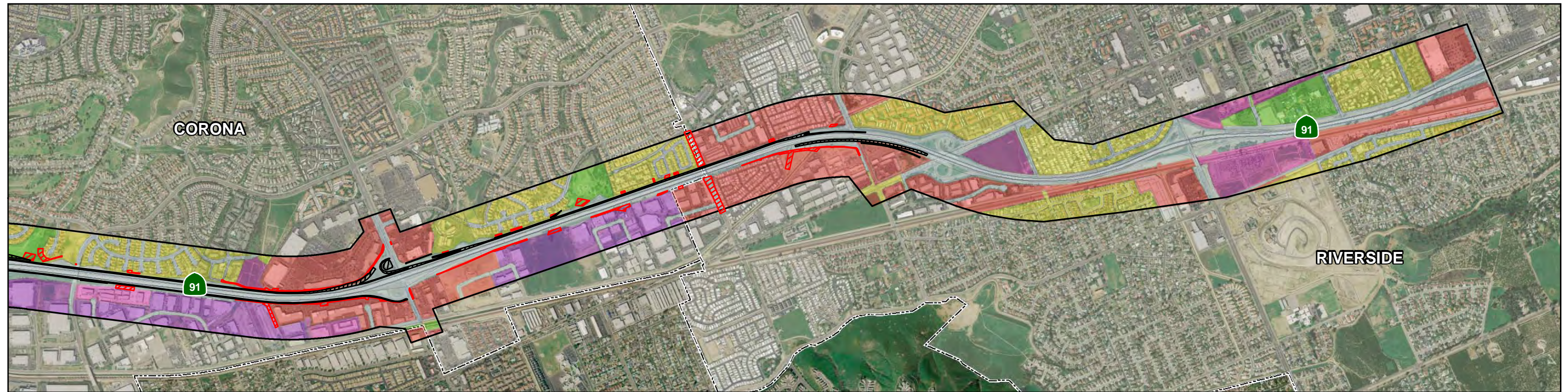
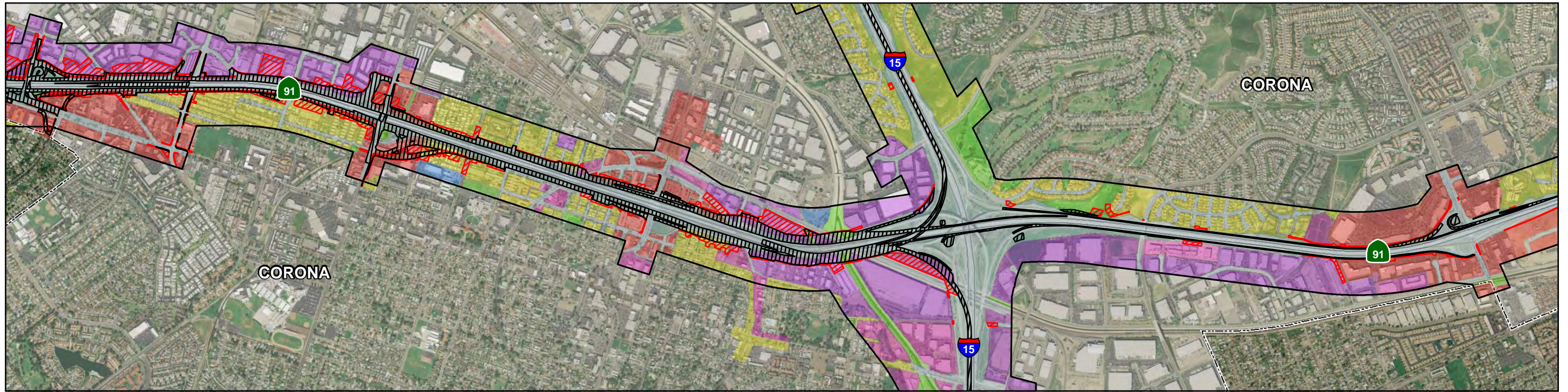


FIGURE 3.1-4
Sheet 1 of 3











SR-91 Corridor Improvement Project
Alternative 2 Project
General Plan Land Use Impacts

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LEGEND

| | |
|---|---|
|  Permanent Impacts |  Mixed Use (Industrial/Commercial/Residential) |
|  Temporary Impacts |  Open Space/Recreation |
| Land Uses | |
|  Agriculture |  Public Facilities |
|  Commercial |  Residential |
|  Industrial |  Transportation |

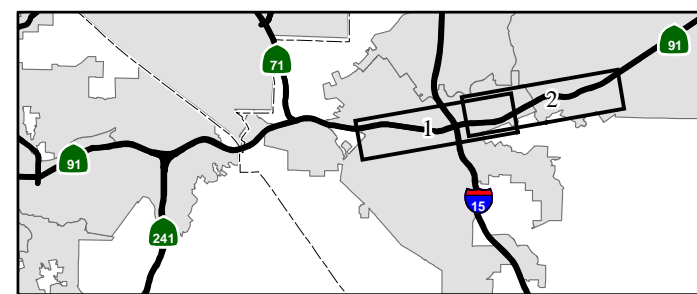
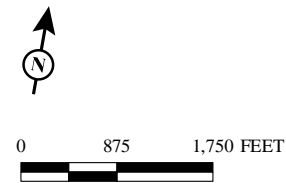
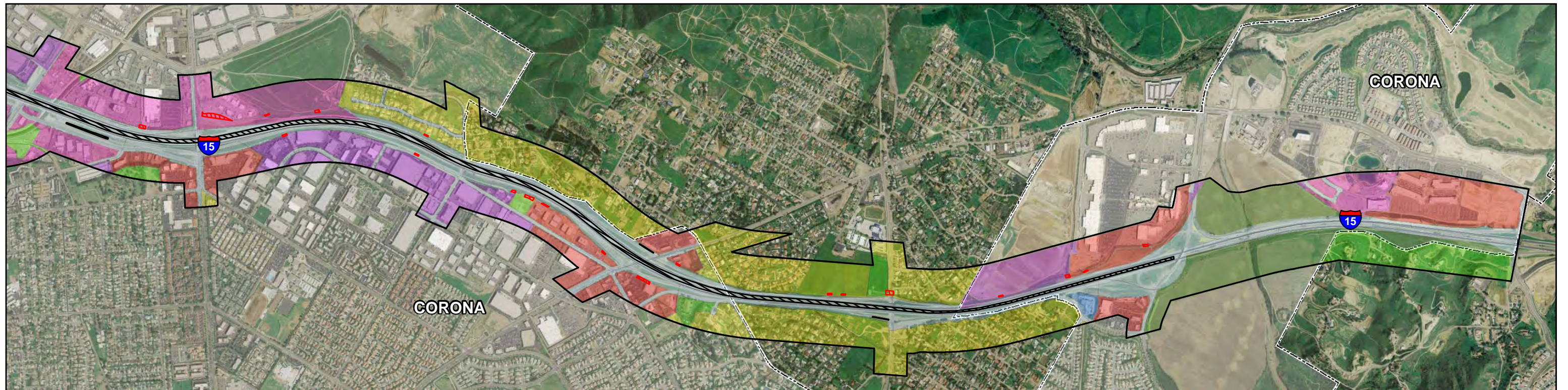
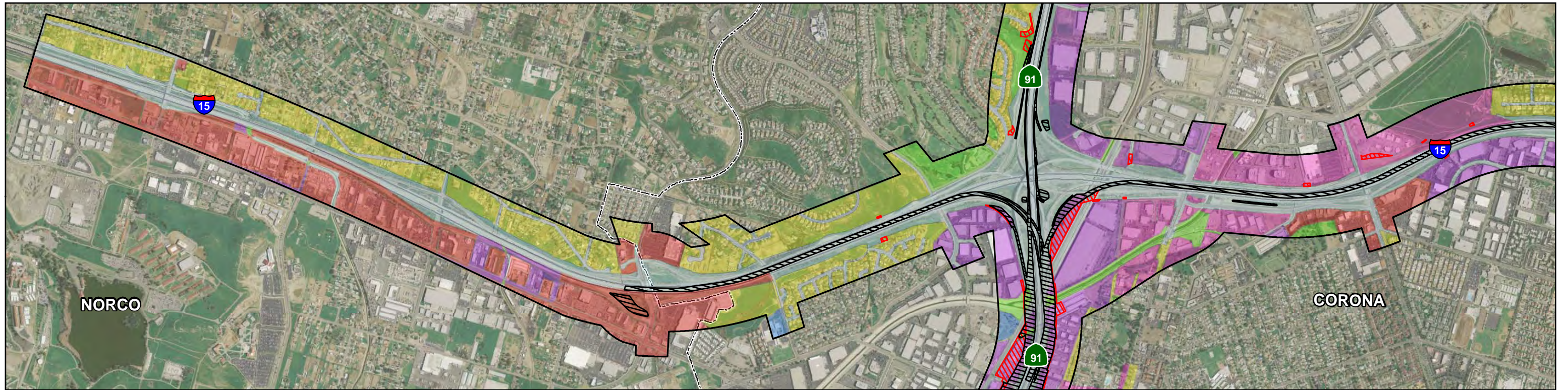


FIGURE 3.1-4
Sheet 2 of 3











SR-91 Corridor Improvement Project
Alternative 2 Project
General Plan Land Use Impacts

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LEGEND

| | |
|---|---|
|  Permanent Impacts |  Mixed Use (Industrial/Commercial/Residential) |
|  Temporary Impacts |  Open Space/Recreation |
| Land Uses | |
|  Agriculture |  Public Facilities |
|  Commercial |  Residential |
|  Industrial |  Transportation |

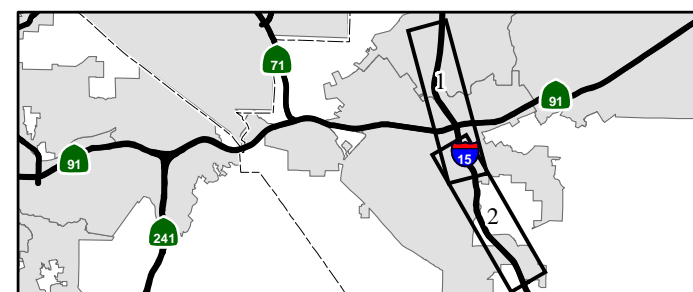
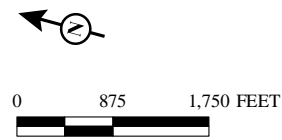


FIGURE 3.1-4
Sheet 3 of 3

SR-91 Corridor Improvement Project
Alternative 2 Project
General Plan Land Use Impacts

12-Ora-91-R14.43/R18.91
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Table 3.1.2 General Plan Impacts by Build Alternative and Land Use Designations (acres)

| Alternative | General Plan Land Use Designations | | | | | | | | |
|---------------------------------------|------------------------------------|------------|-----------|---------------------------|----------------------|-------------|------------------------------------|----------------|--------------|
| | Commercial | Industrial | Mixed-Use | Open Space/ Recreation | Public Facilities | Residential | Subtotal Without Transportation | Transportation | Grand Total |
| Alternative 1 Ultimate Project | | | | | | | | | |
| 1a | 12.8 | 22.9 | 0.9 | 20.1 | 0.0 | 5.9 | 62.6 | 150.7 | 213.3 |
| 1b | 14.9 | 22.9 | 1.0 | 20.0 | 0.0 | 6.9 | 65.7 | 154.9 | 220.6 |
| 1c | 13.4 | 21.5 | 0.9 | 20.1 | 0.0 | 5.9 | 61.8 | 150.2 | 212.0 |
| 1d | 15.5 | 21.5 | 1.0 | 20.0 | 0.0 | 6.9 | 64.9 | 153.6 | 218.5 |
| Alternative 2 Ultimate Project | | | | | | | | | |
| 2a | 17.7 | 29.1 | 0.7 | 24.3 | 0.1 | 8.8 | 80.7 | 228.7 | 309.4 |
| 2b | 19.1 | 29.3 | 0.7 | 24.2 | 0.1 | 7.3 | 80.7 | 228.2 | 308.9 |
| 2c | 21.3 | 33.6 | 0.7 | 24.6 | 0.1 | 14.3 | 94.6 | 250.6 | 345.2 |
| 2d | 22.7 | 33.9 | 0.7 | 24.5 | 0.1 | 12.7 | 94.6 | 250.0 | 344.5 |
| 2e | 16.6 | 27.4 | 0.7 | 24.3 | 0.1 | 8.9 | 78.0 | 226.6 | 304.6 |
| 2f | 18.0 | 27.7 | 0.7 | 24.2 | 0.1 | 7.3 | 78.0 | 226.1 | 304.1 |
| 2g | 21.5 | 31.4 | 0.7 | 24.6 | 0.1 | 14.3 | 92.6 | 251.6 | 344.2 |
| 2h | 23.0 | 31.7 | 0.7 | 24.5 | 0.1 | 12.8 | 92.8 | 251.4 | 344.2 |
| Initial Phase of Alternative 2 | | | | | | | | | |
| Alt 2 Initial Phase | 12.1 | 27.5 | 0.0 | 14.3 | 0.1 | 10.0 | 64.0 | 125.4 | 189.4 |

Source: Right-of-Way Data Sheets (May 2010).

Note 1: Alternatives 1 and 2 will not impact General Plan-designated agricultural areas. However, Alternatives 1 and 2 will affect Natural Resource Conservation Service-designated Farmlands of Local Importance and Grazing Land. Refer to Section 3.3, Farmlands/Timberlands, for a discussion of those effects.

Note 2: The impacts for the Alternative 1 and 2 Ultimate Projects include the acreage impacted under the Initial Phases of those Alternatives.

Temporary Land Use Impacts

Alternatives 1 and 2

The Initial Phases and Ultimate Projects of Alternatives 1 and 2 would result in direct temporary construction-related effects to existing land uses, including business and neighborhood disruptions during construction. Temporary construction impacts may include disruption of local traffic patterns and access to homes and businesses, increased traffic congestion, and increased noise, vibration, and dust. Although some businesses could close or relocate during a prolonged construction period, this impact would be localized and would not likely result in long-term changes in land uses.

Temporary land use impacts also include properties being used as TCEs. At the completion of construction, any areas used for TCEs would be returned to their original conditions and original owners. No permanent project features will be constructed within the boundaries of the TCEs. As a result, the TCEs are not expected to be inconsistent with the existing General Plan designations for those parcels. Refer to Section 3.4, Community Impacts, for further discussion of temporary impacts related to business and neighborhood disruptions.

No Build Alternative

The No Build Alternative would maintain the current configurations of SR-91 and I-15 in the project study area. Under the No Build Alternative, the project would not be constructed and no temporary or permanent land use impacts would occur.

3.1.2 Consistency with Federal, State, Regional, and Local Plans

3.1.2.1 Affected Environment

Southern California Association of Governments Regional Plans

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

SCAG recognizes the project as a regionally significant project that directly relates to policies and strategies in the SCAG Regional Comprehensive Plan (RCP) and RTP.¹ During the scoping process (which introduced the project to agencies and the general public), SCAG responded to the NOP and provided policies from its *Regional*

¹ SCAG comment letter in response to the NOP for a Draft EIR for the proposed project (August 6, 2008).

Comprehensive Plan and Guide (RCPG), RTP, and Compass Growth Vision (CGV) that it believes are applicable to the project. Those policies and goals were provided for analyzing the project within the context of those regional transportation plans.

SCAG 2008 Regional Comprehensive Plan – Growth Management Chapter

The SCAG RCP, which was adopted in 2008, provides a vision of how southern California can balance resource conservation, economic vitality, and quality of life. It serves as a blueprint to approach growth and infrastructure challenges in an integrated and comprehensive way.

The Growth Management Chapter (GMC) supports the RCP with suggested guiding principles for development associated with complex issues related to growth and land use. It provides forecasts that established the socioeconomic parameters for the Regional Mobility and Air Quality chapters in the RCP. The most current adopted population, household, and employment forecasts from SCAG are provided in Table 3.1.3.

Table 3.1.3 Adopted Demographic Forecasts

| Adopted Southern California Association of Governments Regionwide Forecasts | | | | | | |
|--|-------------|-------------|-------------|-------------|-------------|-------------|
| | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 |
| Population | 19,418,344 | 20,345,830 | 21,468,948 | 22,395,121 | 23,255,377 | 24,057,286 |
| Households | 6,086,986 | 6,474,074 | 6,840,328 | 7,156,645 | 7,449,484 | 7,710,722 |
| Employment | 8,349,453 | 8,811,406 | 9,183,029 | 9,546,773 | 9,913,376 | 10,287,125 |
| Adopted Orange County Council of Governments Subregion Forecasts | | | | | | |
| Population | 3,059,950 | 3,314,948 | 3,451,757 | 3,533,935 | 3,586,285 | 3,629,540 |
| Households | 980,964 | 1,039,201 | 1,071,810 | 1,088,375 | 1,102,370 | 1,110,659 |
| Employment | 1,615,936 | 1,755,167 | 1,837,771 | 1,897,352 | 1,933,058 | 1,960,633 |
| Adopted Western Riverside County Council of Governments Subregion Forecasts | | | | | | |
| Population | 1,503,383 | 1,735,426 | 1,918,962 | 2,096,544 | 2,262,992 | 2,414,256 |
| Households | 466,531 | 546,047 | 609,219 | 671,933 | 727,622 | 780,743 |
| Employment | 484,985 | 588,523 | 691,260 | 797,626 | 901,163 | 1,005,923 |

Source: Southern California Association of Governments' response to Notice of Preparation letter, August 2008.

SCAG Compass Growth Vision

The SCAG CGV addresses future growth in the region. The goal of the CGV is to accommodate growth while maintaining quality of life for the people living in the region. The intent of the CGV is to support decisions regarding growth, transportation, land use, and economic development made to promote and sustain the region's mobility, livability, and prosperity for future generations. SCAG's goal is to implement the CGV in conjunction with local agencies to plan for growth throughout the region.

The following Regional Growth Principles from the CGV provide a framework for local and regional decision-making to support improving the quality of life for all residents in the SCAG region:

- **Principle 1:** Improve mobility for all residents.
- **Principle 2:** Foster livability in all communities.
- **Principle 3:** Enable prosperity for all people.
- **Principle 4:** Promote sustainability for future generations.

SCAG Regional Transportation Plan and Federal Transportation Improvement Program

The 2008 RTP, which is based on the adopted growth projections in Table 3.1.3, includes the following policies relevant to the SR-91 CIP:

- **RTP G1:** Maximize mobility and accessibility for all people and goods in the region.
- **RTP G2:** Ensure travel safety and reliability for all people and goods in the region.
- **RTP G3:** Preserve and ensure a sustainable regional transportation system.
- **RTP G4:** Maximize the productivity of our transportation system.
- **RTP G5:** Protect the environment, improve air quality, and promote energy efficiency.
- **RTP G6:** Encourage land use and growth patterns that complement our transportation investments.
- **RTP G7:** Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

SCAG adopted the 2012 RTP on April 4, 2012. The 2012 RTP includes the same policies described above from the 2008 RTP.

As described in Chapter 1.0, Purpose and Need, the SR-91 CIP is included in the 2012 RTP, with the Initial Phase (Phase 1 as described in the 2012 RTP) scheduled for completion by 2017 and the Ultimate Project (Phase 2 as described in the 2012 RTP) scheduled for completion by 2035. The SR-91 CIP Alternative 2 Initial Phase is also included in Amendment 24 to the 2011 FTIP. The listings of the project in the 2012 RTP and 2011 FTIP are provided in Appendix K, 2012 RTP and 2011 FTIP (Amendment 24) Project Listings. The FHWA/FTA approved the air quality

conformity determination for the 2012 RTP and 2011 FTIP (through Amendment 24) on June 4, 2012.

Habitat Conservation Plans

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) provides a comprehensive, habitat-based approach to the protection of covered species by focusing on conservation and management of lands essential for their long-term conservation. As a regional plan, the Western Riverside County MSHCP serves to provide mitigation for cumulative impacts to covered species and their habitats. Project consistency with the Western Riverside County MSHCP ensures that cumulative and indirect impacts to those species are effectively mitigated. The project is consistent with the Western Riverside County MSHCP.

Refer to Sections 3.17 (Natural Communities), 3.19 (Plant Species), and 3.20 (Animal Species) for detailed discussions of the consistency of the Build Alternatives with the Western Riverside County MSHCP.

Orange County Natural Communities Conservation Plan

There are lands designated in the Orange County Natural Communities Conservation Plan (NCCP) south of the project segment of SR-91 in Orange County. The nearest NCCP lands to the segment of SR-91 are approximately 6,000 ft south of SR-91 at Weir Canyon Road and approximately 2,000 ft south of SR-91 near the County line.

General Plans and Specific Plans

The General Plans of the Counties of Orange and Riverside and Cities of Anaheim, Yorba Linda, Corona, Norco, and Riverside were reviewed to understand the development trends, land use-related goals, and specific policies of those that could be affected by the SR-91 CIP. The General Plan Land Use designations for the study area are shown on Figure 3.1-2 (Sheets 1 through 3).

Two conclusions emerged from review of the General Plans. First, most of the jurisdictions acknowledge their strategic role in regional transportation development, especially in shaping their land use and economic development patterns and providing access to major regional freeway and rail corridors. Second, the General Plan policies relevant to the SR-91 CIP suggest that some local jurisdictions, such as the City of Norco, wish to preserve the rural character of their communities even as growth and land development in this area occurs. The following sections discuss the regional, local, and General Plan policies relevant to the SR-91 CIP.

Orange County General Plan

The Orange County General Plan (adopted 2005 with the Housing Element updated in 2008) provides direction for land use decisions in unincorporated parts of the County. The SR-91 CIP study area includes a small area of unincorporated land in Orange County at the Orange/Riverside County boundary. This area is designated in the Orange County General Plan as Open Space/Recreation, which provides for limited land uses that do not require a commitment of substantial urban infrastructure. Currently, this area is vacant and undeveloped.

Goals and objectives from the Orange County General Plan relevant to the SR-91 CIP are provided below.

Land Use Element

- **Objective 4:** Land Use Transportation Integration – to plan an integrated land and transportation system that accommodates travel demand.

Transportation Element

The ultimate goal of the Transportation Element of the Orange County General Plan is:

“To develop an integrated transportation system consisting of a blend of transportation modes capable of meeting the need to move people and goods by private and public means with maximum efficiency, convenience, economy, safety, and comfort and a system that is consistent with other goals and values of the County and the region.”

- **Goal 1:** Provide a transportation plan that supports land use policies in the County.
- **Goal 4:** Ensure that the circulation plan conforms to applicable environmental quality standards.

Under the *Scenic Highway Plan*, SR-91 from Weir Canyon to the Riverside County line is classified as viewscape corridor. A Type 1 viewscape corridor is characterized by a route that traverses a corridor within which unique or unusual scenic resources and aesthetic values are found. This designation is intended to minimize the impacts of the highway and land use development on the significant scenic resources along the route. This definition also includes safety roadside rests and vista points.

- **Goal 1:** Preserve and enhance unique or special aesthetic and visual resources through sensitive highway design and the regulation of development within the scenic corridor.
- **Policy 1.4:** Preserve established Scenic Highways to protect the existing scenic qualities of these corridors.

Growth Management Element Goals

- Reduce traffic congestion.
- Ensure that adequate transportation facilities, public facilities, equipment, and services are provided for existing and future residents.

Growth Management Element Implementation Programs

- **Measure M Countywide Growth Management Program:** The County shall take all actions possible to ensure that the implementation of this Element is consistent with the provisions of the Measure M Countywide Growth Management Program in order to bring about improved regional coordination in the areas of growth management, traffic improvement, and public service delivery.

Orange County Specific Plans

Table 3.1.4 briefly describes the Specific Plans in the study area for the SR-91 CIP. As shown in that table, there are no Specific Plans in unincorporated Orange County in the project study area.

Riverside County General Plan

Adopted in 2003, the Riverside County General Plan sets the direction for land use and development in unincorporated areas of Riverside County. The majority of the study area land uses in unincorporated Riverside County are along I-15, south of Cajalco Road. This area consists of rural residential uses west of I-15 and new single-family residential developments on the east side of I-15. According to the Riverside County General Plan, the land use designations in this area include Residential, Commercial, and Industrial. The Riverside County General Plan contains Area Plans that are intended to guide development in specific locations in the County.

The Temescal Canyon Area Plan (TCAP) encompasses the City of Corona and its Sphere of Influence (SOI) and is in the project study area.

Table 3.1.4 Summary of Specific Plans in the SR-91 CIP Study Area

| Specific Plan (See Note 1) | Description |
|--|---|
| Specific Plans in the City of Anaheim | |
| <p>Mountain Park Specific Plan – ID Number 28 (Sheet 2 of Figure 3.25-1)</p> <p>An Irvine Company project</p> <p>The construction date has not yet been determined.</p> | <p>This 3,179-acre (ac) Specific Plan is in the northeast part of the Hill and Canyon area (Gypsum Canyon) in the City of Anaheim, south of State Route 91 (SR-91) and west of Coal Canyon (the existing Cypress Canyon Specific Plan area). The amended Specific Plan provides for the development of up to 2,500 dwelling units (DUs), a City fire station, schools, community parks, public and private recreational facilities, trails, and open space. In addition, the project includes the construction of the State Route 241 (SR-241)/Weir Canyon Road interchange, and a bridge over SR-91 that would connect development areas east and west of SR-241.</p> <p>An Environmental Impact Report (EIR) was prepared for this project. The analysis determined that potentially significant adverse impacts of this project would include impacts to: landform changes (visual/aesthetics); geology and soils; biological resources (such as a mitigation plan for impacts to wetlands that includes a total of 14.1 ac of riparian mitigation for United States Army Corps of Engineers [Corps] and California Department of Fish and Game [CDFG] jurisdictional areas, a translocation program for the many-stemmed dudleya, and mitigation for the <i>Yuma myotis</i>, as well as the need for a biologist for monitoring and for construction activities to occur outside of the nesting season); traffic and circulation; air and noise quality; and cultural resources. The Final Environmental Impact Report (FEIR) was approved on August 24, 2005.</p> <p>Sources: www.anaheim.net/, accessed March 2009; and Mountain Specific Plan No. 90-4 Amendment No. 1, Mountain Park Specific Plan Amendment, FEIR No. 331 (August 2005), http://www.anaheim.net/citydepartments/planning/specific_plans/mountain_park/Appendix_G-1_Notice_of_Determination(EIR).pdf, accessed January 22, 2010.</p> |
| Specific Plans in the City of Yorba Linda | |
| <p>There are no Specific Plans in the City of Yorba Linda in the SR-91 CIP study area.</p> | |
| Specific Plans on Unincorporated Orange County | |
| <p>There are no Specific Plans in unincorporated Orange County in the SR-91 CIP study area.</p> | |
| Specific Plans in the City of Corona | |
| <p>North Main Street District – ID Number 32 (Sheet 3 of Figure 3.25-1)</p> <p>City of Corona and City of Corona Redevelopment Agency project</p> <p>The construction of the parking structure for the transit center has begun. The construction date for the additional development has yet to be determined.</p> | <p>This project consists of seven Planning Areas (PAs) in the City's adopted North Main Street District Specific Plan. The project site is just north of SR-91 and west of Interstate 15 (I-15). The Specific Plan area includes approximately 258 ac and generally consists of the north-south commercial corridor along North Main Street, extending north from Grand Boulevard to the Corona/Norco city limits. PAs 1, 2, and 3 are planned for the development of approximately 650 residential units and 124,200 sf of commercial space. PA 4, which is approximately 11 ac, is under consideration for a residential/retail mixed-use area. PA 5, which is approximately 11 ac, may be developed in approximately 240,000 sf of general commercial uses or 528 dwelling units and 191,664 sf of commercial uses. PA 6 would provide three parking structures with 2,174 parking spaces for the MetroLink train station, and approximately 7 ac for a mixed-use project containing 75 percent residential and 25 percent commercial uses.</p> <p>An EIR was prepared for this project. Potentially significant adverse impacts of this project include the reduction of visual access to the Corona Depot; increased regional air quality emissions for some receptors in the area; exterior noise levels would be exceeded; cumulative population growth would exceed the Southern California Association of Governments (SCAG) projections; funding for police services may potentially be impacted; transportation impacts at six intersections and one road segment; and impacts to Congestion Management Program (CMP) facilities, including SR-91 and I-15.</p> <p>Source: Draft Environmental Impact Report North Main Street District Specific Plan Amendment, www.discovercorona.org/documents/communitydev/, accessed March 2009.</p> |

Table 3.1.4 Summary of Specific Plans in the SR-91 CIP Study Area

| Specific Plan (See Note 1) | Description |
|--|---|
| <p>Dos Lagos Specific Plan (SP-99-03) – ID Number 33 (Sheet 6 of Figure 3.25-1)</p> <p>Located in the City of Corona Proposed by SE Development</p> <p>The construction of the project is ongoing.</p> | <p>Dos Lagos is a master-planned mixed-use development on a 534 ac site, immediately east of I-15 between the Cajalco and Weirick Road interchanges and bisected by Temescal Canyon Road, a north/south arterial. The project includes single-family homes, live and work lofts, and senior condominiums; an 18-hole championship golf course; resort hotels; shopping centers; movie theaters; and a 575,000 sf retail village adjacent to the two lakes that are the center of the project. A 65,000 sf office space would be constructed on the east side of Temescal Canyon Road near the golf course. A 575,000 sf office space would be constructed on 15 ac near the highway and next to the Lake District, and 135 ac of hillside open space and habitat would be preserved and restored as are the wetland areas on the golf course.</p> <p>The Dos Lagos Specific Plan was approved by the Corona City Council in June 2000 and amended in June 2002. No other information regarding environmental analyses, documentation or issues for this project was found in the research for the impact analysis for the SR-91 CIP.</p> <p>Sources: Dos Lagos Specific Plan, SE Corporation, 2000, amended June 2002, doslagos.net/news/pdf/Specific_Plan/ExecutiveSummary.pdf, accessed April 2009; and http://www.doslagos.net/, accessed January 22, 2010.</p> |
| <p>Eagle Valley (East) General Plan Amendment, Specific Plan – ID Number 34 (Sheet 4 of Figure 3.25-1)</p> <p>Eastern Sphere of Influence for the City of Corona, Riverside County Proposed by the City of Corona and Eagle Valley Developers, LLC</p> <p>Construction is expected to be in five phases. Phase 1 began in late 2008 and is anticipated to be completed by 2010, and Phase 5 (the last phase) is set to begin in 2017 and to be completed in 2023.</p> | <p>The project would develop an 801 ac site with a maximum of 4,600 DUs for single-family attached and detached units and multi-family attached units. A Town Center, includes 200,000 sf of commercial use, 100 live/work flats, and 224 senior units. A 3 ac Community Campus Center with a Day Care Center is also planned. Facilities for police, schools, and a 45,000 sf office/medical facility would be provided. A regional aquatic center, 40 ac for parks, 46 ac for greenbelt park areas, and 218 ac for open space are planned.</p> <p>An EIR was prepared for this project. The environmental evaluation for this project is in the initial phase and there was no specific information regarding environmental analyses, documentation, or issues available for this project at the time the research for the impact analysis for the SR-91 CIP was conducted.</p> <p>Source: www.ci.corona.ca.us/documents/communitydev/environment_impact_rpt.pdf, accessed April 2009.</p> |
| Specific Plans in the City of Norco | |
| <p>Gateway Specific Plan (SP) – ID Number 23 (Sheets 3 and 5 of Figure 3.25-1)</p> <p>Proposed by the City of Norco</p> | <p>The area designated as Gateway SP is west of I-15, between Hidden Valley Parkway, Hamner Avenue, and the southern city limits. The primary purpose of this SP is to facilitate private development projects, public infrastructure, and road improvement projects. The Gateway SP area encompasses approximately 345 ac and is currently developed with a self-storage facility, fast food restaurants, a gas station, and a boat sales business.</p> <p>No information regarding environmental analyses, documentation or issues for this project was found in the research for the impact analysis for the SR-91 CIP.</p> <p>Source: City of Norco General Plan, Land Use Element (City of Norco, June 6, 2001, page 21).</p> |

Table 3.1.4 Summary of Specific Plans in the SR-91 CIP Study Area

| Specific Plan (See Note 1) | Description |
|---|---|
| <p>Norco Auto Mall Specific Plan (SP) – ID Number 22 (Sheet 5 of Figure 3.25-1)</p> <p>Proposed by the City of Norco</p> | <p>The SP designation for this project in the study area is the Norco Auto Mall SP. This is an approximately 55 ac site intended for new car dealerships (both sales and service facilities) and auto-related existing commercial uses. There are several car dealerships located in this area.</p> <p>No information regarding environmental analyses, documentation or issues for this project was found in the research for the impact analysis for the SR-91 CIP.</p> <p>Source: City of Norco General Plan, Land Use Element (City of Norco, June 6, 2001, page 24).</p> |
| Specific Plans in the City of Riverside | |
| <p>Arlington Heights Sports Park Master Plan</p> <p>In the City of Riverside Proposed by the City of Riverside</p> <p>Construction on the project has begun and is expected to be completed in 18 months.</p> <p>This project is southeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.</p> | <p>The project would construct a 35 ac sports complex bounded by Victoria Avenue on the north, Van Buren Boulevard on the west, Cleveland Avenue on the south, and Gibson Street on the east. Various recreational facilities at the complex include three lighted baseball fields, eight lighted soccer/football fields, two lighted basketball courts, a children’s play area, picnic facilities, a multipurpose recreational trail, public restrooms, and lighted parking lots.</p> <p>A Master Plan and MND were prepared for this project. No other information regarding environmental analyses, documentation or issues for this project was found in the research for the impact analysis for the SR-91 CIP.</p> <p>Source: http://aquarius.riversideca.gov/clerkdb/docview.aspx?id=58399, accessed May 2009.</p> |
| Specific Plans in Unincorporated Riverside County | |
| <p>The Ranch at Eastvale Specific Plan No. 358, General Plan Amendment No. 827, Change of Zone No. 7345, and Agricultural Preserve Case No. 791 – ID Number 44 (Sheet 5 of Figure 3.25-1)</p> <p>In unincorporated Riverside County in the Eastvale Specific Plan Area</p> <p>Proposed by the County of Riverside Transportation and Land Management Agency and Master Development Corp.</p> <p>Construction is expected to begin in 2010.</p> | <p>The proposed project consists of 119.9 ac of the following land use applications: Specific Plan No. 358, which includes the land use plan, designation of planning areas, development standards, and design and landscaping guidelines associated with the development of The Ranch at Eastvale project site. The Ranch at Eastvale Specific Plan includes approximately 42.9 ac of light industrial uses, 47.7 ac of business park uses, 17.5 ac of commercial/retail uses, and 11.8 ac of major roads. Change of Zone No. 7345 proposes to change the site zoning from A-2-10 (Heavy Agriculture – 10 ac minimum lot size) to SP (Specific Plan), which would reflect the proposed project’s land use designations and development standards. General Plan Amendment No. 827 proposes to establish the boundaries of Specific Plan No. 358 in the General Plan and to change the land use designations shown on the General Plan’s Eastvale Area Plan Land Use Map from Community Development: Light Industrial (CD:LI) (0.25-0.60 Floor Area Ratio) and Community Development: Medium Density Residential (CD:MDR) (2-5 Dwelling Units per Acre) to Community Development: Commercial Retail (CD:CR) (0.20-0.35 Floor Area Ratio), Community Development: Business Park (CD:BP) (0.25-0.60 Floor Area Ratio), and Community Development: Light Industrial (CD:LI) (0.25-0.60 Floor Area Ratio) within the boundaries of The Ranch at Eastvale Specific Plan. The project is located east of Hellman Avenue and west of Cucamonga Creek, and the Riverside and San Bernardino County lines form the northern and western boundaries, respectively.</p> <p>An EIR was prepared for this project. A planning department report stated that EIR No. 498 mitigated most of the impacts as a result of either the design of the project or conditional measures. The impacts include cumulative and direct impacts to the conversion of agricultural land to urban uses, cumulative and indirect impacts to air quality due to the project’s vehicular-related emissions to contribute to the region’s inability to attain the ozone standard based on the South Coast Air Quality Management District (SCAQMD) established significance levels for mobile source emissions. Because of the project’s incremental contribution to traffic noise, the project would have unavoidable cumulative noise impacts. Some roads have existing noise levels that already exceed the County’s noise standards. The project would also contribute to cumulative transportation and traffic impacts to adjacent intersections and road segments that are currently operating at unacceptable levels.</p> |

Table 3.1.4 Summary of Specific Plans in the SR-91 CIP Study Area

| Specific Plan (See Note 1) | Description |
|--|---|
| | <p>On June 30, 2009, the Riverside County Planning Commission recommended:</p> <ul style="list-style-type: none"> • Certification of EIR No. 498, based on the findings incorporated in the EIR and the conclusion that the project would not have a significant adverse effect on the environment • Approval of Specific Plan No. 358, subject to conditions of approval and based on the findings and conclusions incorporated in the staff report • Approval of General Plan Amendment No. 827, based on final adoption by the Riverside County Board of Supervisors • Approval of Change of Zone No. 7345, based on final adoption by the Riverside County Board of Supervisors <p>Sources: www.scag.ca.gov/igr/pdf/Clearinghouse/2009/, accessed April 2009; www.rctlma.org/planning/content/hearings/pc/2009/pc041509_agenda/sr_5.1.pdf, accessed May 2009; and http://www.clerkoftheboard.co.riverside.ca.us/proceeds/2009/p2009_06_30_files/16.01.pdf, accessed January 29, 2010.</p> |
| <p>Eastvale Specific Plan No. 300</p> <p>In unincorporated Riverside County in the Jurupa Community Area Plan</p> <p>The project is nearly built out.</p> <p>This project is northwest of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.</p> | <p>The project site is in northwest Riverside County, north of the City of Norco. The Specific Plan covers an approximately 687 ac site. The residential component would provide 2,769 DUs. The project would also provide 51.8 ac of public uses (i.e., an 8 ac elementary school site, 35.2 ac of public park area, and 8.6 ac of open space). As of May 2008, 2,529 units had been built, with the potential to build a maximum of 205–240 additional single-family residences.</p> <p>Source: www.rctlma.org/, accessed April 2009.</p> |
| <p>Lake Hills Estates Specific Plan No. 144 – ID Number 45 (Sheet 4 of Figure 3.25-1)</p> <p>In unincorporated Riverside County in the Lake Mathews/Woodcrest Area Plan</p> <p>The project is nearly built out.</p> | <p>The project site is in northern Riverside County, south of SR-91 and south of the City of Riverside. The Specific Plan proposed a total of 1,757 DUs. As of May 2008, 1,414 DUs had been built, with the potential to build a maximum of 250–343 additional residences.</p> <p>No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP.</p> <p>Source: www.rctlma.org/, accessed April 2009.</p> |
| <p>Victoria Grove Specific Plan No. 270 – ID Number 46 (Sheet 4 of Figure 3.25-1)</p> <p>In unincorporated Riverside County in the Lake Mathews/Woodcrest Area Plan</p> <p>The project is partially built out.</p> | <p>The project Specific Plan was approved in December 1992. As of May 2008, 1,050 DUs had been built, with the potential to build a maximum of 10–144 additional residences.</p> <p>No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP.</p> <p>Source: www.rctlma.org/, accessed April 2009.</p> |

Table 3.1.4 Summary of Specific Plans in the SR-91 CIP Study Area

| Specific Plan (See Note 1) | Description |
|---|--|
| <p>The Retreat Specific Plan No. 317</p> <p>West of I-15, south of the City of Corona</p> <p>The project is partially built out.</p> <p>This project is southwest of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.</p> | <p>Approximately 1,032 ac are being developed with 545 DUs, a golf course, parks, open space, and a trail. As of May 2008, 342 dwelling units had been built, with the potential to build a maximum of 174–203 additional residences.</p> <p>No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP.</p> <p>Source: www.rctlma.org/, accessed April 2009.</p> |
| <p>Mountain Springs Specific Plan No. 221</p> <p>West of I-15, south of the City of Corona in the Temescal Canyon Plan Area</p> <p>The project is partially built out.</p> <p>This project is southwest of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.</p> | <p>As of May 2008, 1,200 DUs had been built, with the potential to build a maximum of 124–371 additional dwelling units.</p> <p>No information regarding environmental analyses, documentation or issues for this project was found in the research for the cumulative impacts analysis for the SR-91 CIP.</p> <p>Source: www.rctlma.org/, accessed April 2009.</p> |
| <p>Toscana Specific Plan No. 327, Final EIR No. 439</p> <p>West of I-15, south of the City of Corona in the Temescal Canyon Plan Area</p> <p>Proposed by the County of Riverside and Sunny Sage LLC</p> <p>The project is partially built out.</p> <p>This project is southeast of and outside the SR-91 CIP limits and is not shown on Figure 3.25-1.</p> | <p>The project would develop 960 ac within the Temescal Canyon area of unincorporated Riverside County. Within 353.29 ac of land, approximately 1,443 residential units would be constructed, which would be an average residential density of approximately 3.21 DUs per acre. A 4.4 ac site would be developed into neighborhood retail commercial use or for an institutional use such as a library or child care center. A known archaeological site within the development would be preserved and left undisturbed. A park, recreation center, and three pocket parks would be part of the development. The recreation center would have a meeting room with kitchen, pool, tennis courts, basketball courts, and a tot lot. A major feature of the project is the inclusion of approximately 510 ac of open space, with 110 ac of the entire length of Temescal Wash within the development, which would be designated as open space-conservation. Construction in this area would be limited to the construction of two bridges crossing Temescal Wash. The conservation of 510 ac fulfills the reserve requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The on-site open space would preserve a corridor connecting Temescal Wash in the south to Lake Mathews/Estelle Mountain Reserve to the east, and protect a vital wildlife movement linkage for the region.</p> <p>The Final EIR determined that potential impacts could be mitigated to a less than significant level. However, a Statement of Overriding Considerations was required for unavoidable adverse impacts to air quality due to pollutant emissions that exceed the SCAQMD standards on regional air quality; impacts to water resources include the incremental increase and cumulative demand for water supply; impacts to biological resources due to loss of habitat, direct and indirect take of wildlife, the creation of barriers to wildlife movement, and the disturbances related to urban land uses; impacts to aesthetic resources due to the conversion of open space areas to urban land uses; and for the project's incremental contribution to the County's cumulative impacts to traffic and circulation issues.</p> <p>Source: Toscana Specific Plan No. 327, Draft EIR No. 439, County of Riverside, December 2005.</p> |

Source: *Cumulative Impacts Analysis Report* (2010) and Riverside County Transportation Commission (2010).

NOTE: The locations of these Specific Plans are shown later on Figure 3.25-1 in Section 3.25, Cumulative Impacts. Some of these Specific Plans are outside the project vicinity and are not shown on Figure 3.25-1. The project locations are described in regard to the SR-91 CIP limits.

The County of Riverside General Plan does not contain a Growth Element. However, policies from the Land Use, Circulation and Air Quality Elements and TCAP relevant to the SR-91 CIP are provided below.

Land Use Element Policies

- **LU 1.5:** The County shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with Cities, local and regional agencies, stakeholders, Indian Nations, and surrounding jurisdictions.
- **LU 12.6:** Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.
- **LU 16.2:** Protect agricultural uses, including those with industrial characteristics (dairies, poultry, hog farms, etc.) by discouraging inappropriate land division in the immediate proximity of, and allowing only uses and intensities that are compatible with, agricultural uses.
- **LU 16.4:** Encourage conservation of productive agricultural lands. Preserve prime agricultural lands for high-value crop production.

Circulation Element Policies

- **C 1.1:** Design the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the Circulation Plan.
- **C 1.2:** Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.
- **C 1.4:** Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.
- **C 1.5:** Evaluate the planned circulation system as needed to enhance the arterial highway network.
- **C 1.6:** Cooperate with local, regional, State, and federal agencies to establish an efficient circulation system.
- **C 21.1:** Encourage the installation and use of HOV lanes. Such lanes should be continuous, linking major population centers with employment centers. If HOV lanes are used, consider making them available for mixed-flow traffic during non-peak periods where warranted and feasible.

Air Quality Element Policies

- **AQ 14.4:** Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand.

Riverside County Area Plans: Temescal Canyon Area Plan

Area Plans were developed as part of the Riverside County General Plan to guide development in specific locations within the County. Area Plans are components of the General Plan and address issues and development policies for specific areas in greater detail than provided in the General Plan. The TCAP is within the project study area.

The TCAP encompasses the City of Corona and its SOI. However, the TCAP only addresses the unincorporated lands in this area. Land within the incorporated City of Corona is addressed in the City of Corona General Plan. The following TCAP policies are relevant to the SR-91 CIP:

- **TCAP 10.3:** Evaluate proposed projects located adjacent to the right-of-way of any of the existing I-15 interchanges for additional interchange improvements.
- **TCAP 10.4b:** Support the development of regional transportation facilities and services (such as HOV lanes, express bus service, and fixed transit facilities), which will encourage the use of public transportation and ridesharing for longer distance trips.
- **TCAP 14.2:** Accommodate the direction of the Riverside County to Orange County corridor study, once it is complete.

Riverside County Specific Plans

The seven Specific Plans in the unincorporated areas of Riverside County in the project study area are described in Table 3.1.4.

City of Yorba Linda General Plan

The City of Yorba Linda General Plan (adopted in 1993) is intended to establish land use and growth policy that is “visionary and creative, yet its goals, policies and programs must be realistic and achievable.” A small part of the project study area along SR-91, consisting of an approximately 1.8 mi long area of the western project segment on the north side of SR-91, is in the City of Yorba Linda. The General Plan land use designations in the study area include Open Space/Recreation and Industrial. The General Plan Growth Management Element (adopted December 6, 1993), includes the goals intended to improve traffic circulation. Goals and policies relevant to the SR-91 CIP from the Yorba Linda General Plan are provided below.

Circulation Element

- **Goal 1:** Develop a circulation system that meets the needs of current and future residents of the City of Yorba Linda, has adequate capacity for projected future traffic demands at acceptable levels of service, and facilitates the safe and efficient movement of people and goods throughout the City of Yorba Linda.
 - **Policy 1.10:** Work jointly with adjacent jurisdictions to achieve capacity improvements for intersections outside of the City of Yorba Linda, but which have significant impacts on the City.
- **Goal 2:** Support development of a network of regional roadway facilities that ensures the safe and efficient movement of people and goods from within the City of Yorba Linda to areas outside of its boundaries and accommodates the regional travel demands of areas outside of the City of Yorba Linda.
 - **Policy 2.1:** Coordinate roadway improvements with applicable regional, State and federal agencies.
 - **Policy 2.3:** Support the addition of capacity enhancement improvements such as HOV lanes, general-purpose lanes, and auxiliary lanes to the Riverside Freeway (SR-91).
- **Goal 3:** Develop a transportation system that provides adequate facilities for heavy vehicle traffic while reducing the environmental impacts of such a vehicle classification on the community.
 - **Policy 3.1:** Participate in the State and Regional Transportation Systems Management Programs.

Growth Management Element

- An adequate transportation/circulation system that supports regional and local land uses at adopted LOS standards and complies with requirements of the Countywide Traffic Improvement and Growth Management Program (Measure M).
- Reduced traffic congestion on the City's streets and highways through active coordination with the Congestion Management Agency to achieve transportation improvements consistent with land use planning.

City of Yorba Linda Specific Plans

As shown in Table 3.1.4, there are no Specific Plans in the City of Yorba Linda in the project study area.

City of Anaheim General Plan

The City of Anaheim General Plan (adopted in 2004) provides direction for land use decisions in the City. The western part of the project study area includes land in the City of Anaheim. The east part of the City of Anaheim in the project study area extends along the Santa Ana River to the Riverside County line and includes hilly terrain. The General Plan Land Use Element designates land uses in the project study area as Residential and Open Space/Recreation. Goals and policies relevant to the SR-91 CIP from the Anaheim General Plan Elements are listed below.

Circulation Element

- **Goal 1.1:** Provide a comprehensive multimodal transportation system that facilitates current and long-term circulation of people and goods in and through the City.
- **Goal 1.2:** Support improvements to highways passing near and through the City.
 - **Policy 1:** Continue working with the Department, FHWA, and FTA to address traffic flow along State highways that traverse the City.
 - **Policy 2:** Discourage SR-91 bypass traffic through the Hill and Canyon Area by working with the Department and OCTA to improve traffic flow on SR-91.
 - **Policy 4:** Work with the Department and adjacent jurisdictions to improve the operational performance of highways within and adjacent to the City.
 - **Policy 5:** Work with the Department in analyzing the performance of freeway interchanges located in the City and seek appropriate improvements.
- **Goal 2.2:** Provide a safe circulation system.
- **Goal 2.3:** Improve regional access for City residents and workers.
 - **Policy 1:** Continue to implement the State-mandated Congestion Management Program and Orange County's Growth Management Program.
 - **Policy 2:** Actively engage in interjurisdictional planning efforts as part of the Orange County Measure M program.
 - **Policy 4:** Participate in cooperative planning processes to promote effective regional transportation and sustainable development and ensure that citizens of southern California can access jobs, housing, and tourism destinations in Anaheim.

- **Goal 3.1:** Provide a well-maintained street system.
 - **Policy 4:** Coordinate maintenance and reconstruction projects.

Growth Management Element

- **Goal 1.2:** Participate in programs addressing regional growth issues.
 - **Policy 1:** Continue to participate in the Inter-Jurisdictional Planning Forums for the County Growth Management Areas (GMAs) that encompass Anaheim in order to coordinate planning efforts to minimize duplication services between adjacent jurisdictions, to mitigate the impacts associated with regional growth, and to maximize opportunities for implementing projects or programs of mutual jurisdictional benefit.
- **Goal 1.3:** Establish Citywide development priorities that efficiently use existing infrastructure and public facilities.
 - **Policy 3:** Monitor infrastructure and public facilities plans for major activity centers such as The Platinum Triangle, Downtown Anaheim, and The Canyon, and identify adequate funding mechanisms to address changing needs.
- **Goal 2.1:** Reduce traffic congestion on the City's arterial highway system.
 - **Policy 1:** Identify capital projects and strategies to meet, maintain or improve current traffic LOS standards through the 7-year Capital Improvement Program.
 - **Policy 2:** Participate in Inter-Jurisdictional Planning Forums at the GMA level to monitor development with multijurisdictional impacts and identify and prioritize appropriate mitigation measures.

City of Anaheim Specific Plan

The one Specific Plan in the City of Anaheim in the project study area is described in Table 3.1.4.

City of Corona General Plan

The Corona General Plan (adopted 2004) presents a vision for its future and a strategy to make that vision a reality. It is long range, looking ahead to 2025, while at the same time presenting policies to guide day-to-day decisions. According to the General Plan, most of the land best suited for development in the City of Corona has already been developed. As of 2002, only 16 percent (3,977 ac) of land in the City of Corona was vacant and could be considered available for possible development. Another 601 ac were being used for agriculture. The pace of future growth in Corona is forecast to slow, in part due to the economic recession that started in 2007 and is

likely to continue to slow, with most new development occurring on the limited available vacant land on the periphery of the existing urban development in the City.

As indicated in the General Plan, the land uses in the study area in the City of Corona are primarily residential and industrial. The City of Corona also established a land use and growth policy that extends to 2025. The General Plan supports initiatives to improve regional traffic flow to help improve congestion on city streets. The City of Corona General Plan policies relevant to the SR-91 CIP are listed below.

Land Use Element

- **Goal 1.1:** A community that contains a diversity of land uses that supports the needs of and provides a high quality of life for its residents, sustains and enhances the City's economy and fiscal balance, is supported by adequate community infrastructure and services, and is compatible with the environmental setting and resources.
- **Goal 1.2:** Create a cohesive and integrated City comprised of distinct and vital commercial and business districts and livable residential neighborhoods that are correlated with supporting transportation and utility infrastructure and sustain natural open space, hillsides, and canyons.
- **Goal 10.18:** Improve air quality conditions within the Corona Planning Area by controlling point sources, reducing vehicle trips, and striving to achieve attainment of ozone, nitrogen dioxide, carbon monoxide, and sulfate standards as enforced by the SCAQMD.

Circulation Element

- **Goal 6.2:** Support the development of a network of regional roadway facilities that ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and that accommodate the regional travel demands of developing areas outside the City.
 - **Policy 6.2.4:** Participate in programs to mitigate regional traffic congestion.
 - **Policy 6.2.7:** Consider the implementation of intercity/intraregional connections to improve regional and local mobility.
- **Goal 6.8:** Pursue alternative funding for transportation improvements, including federal, State, and private sources through grants, fair-share impact fees, and other mechanisms.

Growth Element

- **Goal 1.4:** Strategic growth that preserves existing viable residential neighborhoods and commercial and industrial districts and targets new development to remaining vacant parcels that are environmentally suitable and can be supported by infrastructure and services and reuses appropriate properties to enhance their economic vitality and community livability.
 - **Policy 1.4.2** Distribute and phase the timing of growth to protect the viability, character, and quality of existing residential neighborhoods, commercial districts, and industrial/business areas.

City of Corona Specific Plans

The three Specific Plans in the City of Corona in the project study area are described in Table 3.1.4.

City of Riverside General Plan

The City of Riverside General Plan (adopted in 2007) identifies the community's vision for its collective future and establishes the fundamental framework to guide decision-making about development, resource management, public safety, public services, and general community well being. The General Plan focuses future development in and adjacent to already urbanized areas in the City rather than in fringe areas. This is intended to reduce urban sprawl, make better use of existing infrastructure, and build on the established character of existing neighborhoods. The part of Riverside that is in the project study area starts at approximately Buchanan Street and continues east to Pierce Street (the project's eastern terminus). The General Plan land use designations for the study area include Residential, Mixed-Use, Commercial, and Public Facilities.

The Riverside General Plan does not contain a Growth Element; however, the Land Use Element discusses Smart Growth Principles and contains the following objectives relevant to the project. The policies, goals, and objectives of the City of Riverside General Plan relevant to the project are provided below.

Land Use Element Objectives

- **Objective LU-8:** Emphasize smart growth principles through all steps of the land development process.
- **Objective LU-9:** Provide for continuing growth within the General Plan Area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community's objectives.

Circulation Element

- **Objective CCM-1:** Facilitate freeway and regional roadway improvements and construction to alleviate congestion and air pollution and to minimize regional cut-through traffic within Riverside.
 - **Policy CCM-1.2:** Support the addition of capacity improvements to SR-91, SR-60, I-215, and I-15.
 - **Policy CCM-1.3:** Support the development of a new regional roadway facility linking Riverside County with Orange County.
- **Objective CCM-2:** Build and maintain a transportation system that combines a mix of transportation modes and transportation system management techniques and that is designed to meet the needs of Riverside residents and businesses while minimizing the transportation system's impacts on air quality, the environment, and adjacent development.
- **Objective CCM-5:** Cooperate in the implementation of regional and interjurisdictional transportation plans and improvements to the regional transportation system.
 - **Policy CCM-5-1:** Coordinate impacts of new roadway connections with adjacent cities and Riverside County to ensure consistency in design and operations of the new facilities and connections.
 - **Policy CCM-5.4:** Actively participate with other jurisdictions and agencies such as the County, RCTC, Riverside Transit Agency (RTA), SCAG, Western Riverside Council of Governments (WRCOG), and Department to facilitate regionally integrated transportation networks.
 - **Policy CCM-5.5:** Participate in programs to mitigate regional traffic congestion.
- **Objective CCM-9:** Promote and support an efficient public multimodal transportation network that connects activity centers in Riverside to each other and to the region.
 - **Policy CCM-9.7:** Ensure adequate connections among all alternative modes.
 - **Policy CCM-9.8:** Preserve options for future transit use where appropriate when designing improvements for roadways.

City of Riverside Specific Plans

The one Specific Plan in the City of Riverside in the project study area is described in Table 3.1.4.

City of Norco General Plan

The City of Norco General Plan (amended 2006) provides direction for land use decisions in the City, which is primarily developed in low-density residential uses as designated in the General Plan. The northern segment of the project study area along I-15 includes land in the City of Norco from Hidden Valley Parkway on the south to Fifth Street on the north. The General Plan land use designations for the study area include Residential, Commercial, Industrial, and Water-Related (drainages). The policy relevant to the project from the City of Norco General Plan is provided below.

Circulation Element

Integration into developing regional public transit systems should be pursued.

City of Norco Specific Plans

The two Specific Plans in the City of Norco in the project study area are described in Table 3.1.4.

3.1.2.2 Environmental Consequences

Summary of Impacts

With the exception of the General Plan impacts related to the conversion of land from nontransportation to transportation uses described earlier in Section 3.1.1.2, Alternatives 1 and 2 are consistent with the applicable federal, State, and regional transportation and land use plans.

Summary of Impacts for Alternative 2f

Alternative 2f has been identified as the Preferred Alternative. With the exception of the General Plan impacts described earlier in Section 3.1.1.2, Alternative 2f (Initial Phase and Ultimate Project) would be consistent with the applicable federal, State, and regional transportation and land use plans.

Permanent Impacts to State, Regional, and Local Plans

Alternatives 1 and 2

Regional Transportation Plan and 2011 Federal Statewide Transportation Improvement Program

The project is currently programmed in the 2012 RTP, which was found to conform by the FHWA/FTA on June 4, 2012. The project is also programmed in the SCAG financially constrained 2011 FTIP (through Amendment 24), which was also found to be conforming by the FHWA/FTA on June 4, 2012. The description of the project in the 2012 RTP is as follows: Project ID No.

RIV071250; Description: Phase 1: On SR-91/I-15: SR91 – Construct 1 mixed

flow lane (SR-71 through I-15)/1 aux lane at various locations (SR-241 through Pierce)(OC PM 14.43-18.91), CD system (2/3/4 lanes from Main Street to I-15), 1 toll express lane (TEL) and convert HOV to TEL in each direction (OC to I-15); I-15 – construct TEL median direct connector NB I-15 to WB SR-91 and EB SR-91 to SB I-15, 1 TEL in each direction (SR-91 direct connector – Ontario Interchange)(I-15 PM 37.56-42.94). Phase 2: on SR-91/I-15: SR91 – Add 1 mixed flow lane in each direction (SR241 – SR71)(I15 – Pierce); I15 – add toll express lane (TEL) median direct connector (SB15 to WB91 & EB91 to NB15), 1 TEL each direction from Hidden Valley –SR-91 direct connector and from Ontario Interchange to Cajalco Interchange.

The description of the Initial Phase (Phase 1 as described in the RTP) in the 2011 FTIP (Amendment 24) is as follows: Project ID No. RIV071250; Description: On SR-91/I-15: SR91 – Construct 1 mixed flow lane (SR-71 through I-15)/1 aux lane at various locations (SR-241 through Pierce)(OC PM 14.43-18.91), CD system (2/3/4 lanes from Main Street to I-15), 1 TEL and convert HOV to TEL in each direction (OC to I-15); I-15 – construct TEL median direct connector NB I-15 to WB SR-91 and EB SR-91 to SB I-15, 1 TEL in each direction (SR-91 direct connector – Ontario Interchange)(I-15 PM 37.56-42.94).

The above descriptions of the Initial Phase and Ultimate Project for the SR-91 CIP are consistent with the description of the Preferred Alternative (Alternative 2f) as described in Chapter 2.0. Therefore, the SR-91 CIP is consistent with the 2012 RTP and the 2011 FTIP (through Amendment 24). The approved 2012 RTP and 2011 FTIP (Amendment 24) project listings are provided in Appendix K.

SCAG Regional Comprehensive Plan and Compass Growth Vision

Alternatives 1 and 2 would also be consistent with and help further the goals of the RCP as follows:

- The project would provide transportation infrastructure in support of regional growth plans and policies (RCP Policy 3.03).
- The project supports protection of vital resources such as wetlands and habitat for endangered plants and animals. Each alternative was developed with the intent to achieve maximum avoidance of such resources first, then considering minimization and mitigation opportunities (RCP Policy 3.20).
- The project would help support implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and

archaeological sites. Each alternative has been developed with the intent to achieve maximum avoidance of such resources first, then considering minimization and mitigation opportunities (RCP Policy 3.21).

- The project is consistent with the SCAG 2008 RCP because the RCP supports HOV gap closures and connectors, and express lanes.

Alternatives 1 and 2 would also be consistent with and help further the goals of the SCAG CGV as follows:

- The project would improve the functioning of SR-91, and improve mobility for area residents (Principle 1).
- Improvements under the project to the flow of traffic on SR-91 would improve the quality of life for residents and foster livability of the affected communities (Principle 2).
- Improvements under the project to the flow of traffic on SR-91 would improve transportation access to and from job centers, which will enable prosperity for residents in the affected communities (Principle 3).
- Improvements under the project to the flow of traffic on SR-91 would promote sustainability of the quality of life for area residents and commuters (Principle 4).

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP serves as a comprehensive, multi-jurisdictional Western Riverside County MSHCP and NCCP, and focuses on the conservation of species and their associated habitats in western Riverside County. The Western Riverside County MSHCP allows its permittees to better control local land use decisions and maintain a strong economic climate in the region while adhering to the requirements of FESA and the California Endangered Species Act (CESA). The Western Riverside County MSHCP is used to allow participating jurisdictions the “take” of plant and animal species identified in the Western Riverside County MSHCP and found within the boundaries of the Western Riverside County MSHCP Plan Area through an abbreviated authorization process with the wildlife resource agencies. Regulation of the “take” of threatened, endangered, and rare species is authorized by the wildlife agencies (USFWS and CDFG) under provisions of Section 7(a)(2) of FESA and the California Fish and Game Code Section 2050–2089, respectively. The wildlife agencies allow “Take Authorization” for otherwise lawful actions (e.g., public

and private development) in exchange for the assembly and management of a coordinated Western Riverside County MSHCP Conservation Area.

RCTC and the Department are obligated to follow specific conditions, as described in Sections 13.7 and 13.8 of the Western Riverside County MSHCP Implementation Agreement for the project. As a permittee under the Western Riverside County MSHCP, RCTC received a consistency conclusion from Western Riverside County RCA on April 4, 2011, that the SR-91 CIP demonstrates consistency with the requirements for covered road projects and with other requirements of the Western Riverside County MSHCP.

Refer to Sections 3.17, Natural Communities, 3.19, Plant Species, and 3.20, Animal Species, for additional discussion of the consistency of the project with the Western Riverside County MSHCP.

Orange County Natural Communities Conservation Plan

The nearest lands designated in the Orange County NCCP are approximately 2,000 ft south of SR-91 near the County line. Construction of the Build Alternatives would not result in the permanent or temporary use of any land designated in or adjacent to any lands designated in the Orange County NCCP. Therefore, Alternatives 1 and 2 would not result in direct or indirect impacts to any designated NCCP lands in Orange County.

City and County General Plans and Specific Plans

The purpose of the project is to reduce existing and forecast traffic congestion on SR-91 to accommodate planned growth in the area and to facilitate movement of people, freight, and goods. As a result, the project is consistent with the county and city General Plans and other land use plans. These plans anticipate substantial growth in the study area and have adopted goals and policies to reduce congestion. The Circulation Elements either reference improvement to SR-91 specifically or encourage HOV lanes as part of the regional transportation system. Therefore, Alternatives 1 and 2 are fully supportive of these local plans. The project improvements would support continued economic vitality of the surrounding communities by improving conditions for the movement of goods and people. The project would enhance public safety and security through the improvement of driving conditions, would enhance environmental conditions through an improvement in traffic mobility and accessibility, and would serve as a benefit to the surrounding communities and future land use goals. In summary,

Alternatives 1 and 2 would promote these objectives in the local jurisdictions' General Plans. In addition, Alternatives 1 and 2 would not conflict with or in any way preclude the implementation of other General Plan-designated land uses in the study area cities and counties.

As shown in Table 3.1.2, Alternatives 1 and 2 and their design variations would impact areas of designated Residential, Commercial, Industrial, Transportation, Open Space/Recreation, Mixed-Use, and Public Facilities General Plan uses. Alternatives 1 and 2 would require counties and cities to amend their General Plan Land Use and Circulation Elements and potentially individual Specific Plans to reflect the final project alignment, interchange locations, and redesignation of land acquired for the project to transportation designations. Specifically, Alternatives 1 and 2 would result in permanent impacts to General Plan land uses through the acquisition of right-of-way. The impacted General Plan land uses are shown on Figure 3.1-3 (Sheets 1–3) and Figure 3.1-4 (Sheets 1–3) for Alternatives 1 and 2, respectively. Table 3.1.2 summarizes the impacts of the project on General Plan land use designations by alternative and design variation.

General Plan Amendments would be required as a result of the incorporation of nontransportation General Plan-designated land into the SR-91 and I-15 facilities to ensure consistency with land uses as designated in the local General Plans.

In summary, Alternatives 1 and 2 are consistent with the transportation components of the local General Plan Circulation Elements and, with General Plan Amendments, would be consistent with the land use designations in the local General Plan Land Use Elements.

Temporary Impacts to State, Regional, and Local Plans

Alternatives 1 and 2

Alternatives 1 and 2 would result in the use of land for TCEs. The TCEs would be temporary and localized during construction and would not likely result in long-term changes in land use. At the completion of construction, the TCEs would be removed and the previous land uses would continue. No permanent project features will be constructed within the boundaries of the TCEs. No long-term changes in land uses are expected as a result of the TCEs. As a result, there are no temporary impacts related to consistency with State, regional, and local transportation or land use plans anticipated under Alternatives 1 and 2.

No Build Alternative

The No Build Alternative would maintain the current configurations of SR-91 and I-15 in the study area. Under the No Build Alternative, the project would not be constructed. As described earlier, the General Plans of the cities and counties in the project study area either reference improvement to SR-91 specifically or encourage HOV lanes as part of the regional transportation system. Therefore, the No Build Alternative is inconsistent with these General Plans. In addition, because the No Build Alternative would not provide improvements to the existing SR-91, enhancements to the movement of goods and people on SR-91, or enhanced public safety and security through the improvement of driving conditions on SR-91, no improvements to environmental conditions by greater traffic mobility in the SR-91 study area would occur. These are policy objectives of the land use jurisdictions in the project study area. As a result, the No Build Alternative is not consistent with the circulation policy objectives of the regional and local jurisdictions.

The No Build Alternative would maintain the current configurations of SR-91 and I-15 in the project study area. Under the No Build Alternative, the project would not be constructed and no temporary impacts to State, regional, and local plans would occur.

3.1.3 Parks and Recreational Facilities

3.1.3.1 Affected Environment

Under NEPA and CEQA, the Department is required to analyze the impacts that the proposed project will have on recreational facilities (including equestrian trails, recreational bikeways, and other recreational trails) in the project study area. The Section 4(f) and 6(f) properties and other recreational resources within 0.5 mi of the centerline of the existing SR-91 facility are summarized in Table 3.1.5 and are shown on Figure B.1 in Appendix B.

3.1.3.2 Environmental Consequences

Chino Hills State Park

Permanent Use and Permanent Subsurface Easements

As shown on Figure 3.1-5 and as summarized later in Table 3.1.7, the Initial Phases of Alternatives 1 and 2 would permanently use a 0.48 ac area in CHSP on the north side of SR-91 for the footings of two columns, a permanent aerial easement at the location of the new westbound Green River Road off-ramp bridge over the BNSF railroad tracks and Prado Road, and a small area in CHSP south of the aerial

Table 3.1.5 Parks and Recreation Resources¹

| Name, Address, and Owner/Operator of Property | Description of Facilities and Resources on Property |
|---|---|
| <p>Chino Hills State Park 1879 Jackson Street Riverside, CA 92504</p> <p>On the north and south sides of SR-91 near SR-71, on Assessor's Parcels 1033-171-15-0000 (San Bernardino County); 101-120-018 (Riverside County); and 353-061-03, 085-071-43, 085-071-32, 085-071-35, and 085-071-33 (Orange County)</p> <p>California State Parks</p> | <p>CHSP, which is owned and operated by State Parks, is on the north and south sides of SR-91 near SR-71. Amenities provided in CHSP include on-site parking, picnic areas, an equestrian staging area, pipe corrals, a historic barn, water spigots, campsites, restrooms, and approximately 60 mi of hiking, bike, and equestrian trails. Organized campfires, school programs, nature hikes, a Junior Ranger program, and educational talks are offered throughout the year. A ranch house, barn, windmills, and watering troughs in the park are reminders of the cattle ranching in this area.</p> <p>CHSP serves a valuable function as a major link in a wildlife biolink that extends over 30 mi from the Santa Ana Mountains to the southeast to the Whittier Hills to the northwest. The Coal Canyon wildlife undercrossing, which connects the Santa Ana Mountains south of SR-91 and the Puente-Chino Hills north of SR-91, is in CHSP. This wildlife crossing is used by a wide variety of wildlife.</p> <p>The total area of CHSP is 14,173 ac. CHSP is normally open for both camping and day use. Based on input from State Parks (October 23, 2009), the estimated annual numbers of day-use and overnight visitors to CHSP are 100,000 and 3,500, respectively.</p> <p>The Freeway Complex Fire burned over 13,800 ac, or approximately 95 percent, of CHSP on November 15, 2008. As a result, the park was closed from November 15, 2008, to February 1, 2009. CHSP reopened on February 1, 2009, with some restrictions. As of 2012, CHSP is open from April to September, 8:00 a.m. to 7:00 p.m., Friday to Monday; and from October to March, CHSP is open 8:00 a.m. to 5:00 p.m., Friday to Monday. Camping is available at CHSP on Friday and Saturday nights and campers must leave CHSP by 12:00 noon on Sunday. There are 20 campsites on the park campground. Campfires are allowed on the campground as of November 18, 2011, but are prohibited during fire season. CHSP is closed Tuesday through Thursday.</p> <p>Vehicular access to CHSP is available at the park entrances at Rimcrest Drive and Bane Canyon Road. Those entrances are well north of the SR-91 CIP study area. Travelers on SR-91 can use SR-71 north to Soquel Canyon Parkway, then travel west on the Parkway to Bane Canyon Road. Pedestrians and bicyclists can access CHSP at those entrances and at a number of trailheads leading to trails in the park. There is a trailhead in CHSP just north of Green River Road. The unpaved trail extends east and north from that trailhead, along a maintenance road, into CHSP.</p> <p>Features that make CHSP special include its overall size, the wide range of natural resources within the park, the connections provided at CHSP to other open space and wilderness areas for wildlife, and the overall experience and enjoyment associated with such a large area of open space in a largely urbanized area.</p> <p>There is one trail in CHSP in the vicinity of the Green River Road westbound off-ramp. Users of that trail have views of existing SR-91 and will have views of the SR-91 CIP Build Alternatives.</p> <p>Refer to Figure 3.1-5 and Table 3.1.7, later in this section, and to Figure B.5 and Table B.1 in Appendix B for discussion of the effects of the Build Alternatives on CHSP under Sections 4(f) and 6(f).</p> |

Table 3.1.5 Parks and Recreation Resources¹

| Name, Address, and Owner/Operator of Property | Description of Facilities and Resources on Property |
|--|---|
| <p>Santa Ana River Trail/Bike Lane 24001 Santa Ana Canyon Road Anaheim, CA 92808 Orange County Parks (part in Orange County)</p> | <p>The Santa Ana River Trail/Bike Lane extends approximately 70 mi across Orange, Riverside, and San Bernardino Counties and 14 incorporated cities in those counties. Along the project segment of SR-91 and extending west to the Trail/Bike Lane terminus in Orange County, the Santa Ana River Trail/Bike Lane is a paved off-street, Class I bicycle path. East of Green River Road, although most of the Trail/Bike Lane is a paved Class I off-street bicycle path, some segments of the Trail/Bike Lane are in paved public street rights-of-way or are unpaved (such as in the San Bernardino National Forest). All of the Trail/Bike Lane in the SR-91 study area is paved. The Trail/Bike Lane in the study area is available for use by bicyclists and pedestrians and is primarily considered as a recreational trail. Some segments of the Trail/Bike Lane, such as in the San Bernardino County National Forest well east of the project study area, are unpaved and are available to use by equestrians as well as bicyclists and pedestrians. The Santa Ana River Trail/Bike Lane is a recreational facility only and not a transportation or mixed-use facility. However, the segment of the Trail/Bike Lane between Green River Road in Riverside County and Gypsum Canyon Road in Orange County, which parallels SR-91, is open to use by motorized bicycles in addition to regular bicycles and pedestrians.</p> |
| <p>City of Corona (part in the City)</p> | <p>In the vicinity of the project segment of SR-91 in Riverside County, the Santa Ana River Trail/Bike Lane is a paved, off-street trail in a dedicated, publicly owned right-of-way in the City of Corona. Because that segment of the Trail/Bike Lane is owned and operated by the City and will be affected by the SR-91 CIP, it qualifies for protection as a Section 4(f) property.</p> |
| | <p>The segment of the Santa Ana River Trail/Bike Lane along SR-91 in Orange County is a paved, off-street trail in a dedicated, publicly owned right-of-way. That segment of the Trail/Bike Lane is outside the project disturbance limits and will not be affected by any of the SR-91 CIP Build Alternatives.</p> |
| | <p>The Santa Ana River Trail/Bike Lane intersects some established bicycle lanes/facilities along its alignment as well as 24 local and arterial roads. As a result, this Trail/Bike Lane can be widely accessed by foot or bicycle from access points along its entire length. In the study area for the SR-91 CIP, parking to access the Trail/Bike Lane is available on the street just east of the entrance to the Green River Golf Club in the City of Corona, and on-site parking is available in both CHSP and Featherly Regional Park.</p> |
| | <p>The Santa Ana River Trail/Bike Lane is one of many trails throughout the region. For example, as the Trail/Bike Lane travels south adjacent to the Santa Ana River, it crosses or connects to a number of trails and pedestrian and bicycle facilities along its alignment. These include several trails in CHSP on the north and south sides of SR-91.</p> |
| | <p>The Santa Ana River Trail/Bike Lane traverses Featherly Regional Park generally adjacent to the Santa Ana River. In the vicinity of SR-91, the Trail/Bike Lane is an off-street paved asphalt path, 12 ft wide, that is divided into two lanes so that cyclists may ride abreast and to allow for safe passing. The Trail/Bike Lane accommodates bicyclists, rollerbladers, joggers, and pedestrians. The segment of the Trail/Bike Lane in the SR-91 study area has only moderate topography and provides views of the Santa Ana River and wildlife.</p> |
| | <p>Destinations along the Santa Ana River Trail/Bike Lane outside the SR-91 study area include a rest area at Centennial Regional Park in the City of Santa Ana, picnic and rest-stop areas at Katella Avenue and Orange/Olive in the City of Orange, and a picnic area at Yorba Regional Park in the City of Anaheim. Because</p> |

Table 3.1.5 Parks and Recreation Resources¹

| Name, Address, and Owner/Operator of Property | Description of Facilities and Resources on Property |
|--|--|
| <p>Featherly Regional Park 24001 Santa Ana Canyon Road Anaheim, CA 92808 Orange County Parks</p> | <p>The Trail/Bike Lane is open for public access at a large number of locations along its alignment, it is not possible to estimate the number of users of this facility.</p> <p>Features that make the Santa Ana River Trail/Bike Lane special include its length and route, which crosses much of Orange County adjacent to the Santa Ana River; its views of natural and developed areas along the Trail/Bike Lane alignment; and the access the Trail/Bike Lane provides to other recreational facilities, including parks and other trails.</p> <p>The segment of the Santa Ana River Trail/Bike Lane east of Featherly Regional Park is generally close to the State right-of-way for SR-91. In Featherly Regional Park, the Trail/Bike Lane is farther north and, as a result, is farther from SR-91.</p> <p>During a consultation meeting for this project, an NPS representative indicated that the NPS considers trails in this part of southern California to be potential links to the Anza Trail. The general alignment of the Anza Trail is well north of SR-91, in San Bernardino County, and is not crossed by or in the vicinity of the SR-91 CIP limits. However, as indicated by the NPS, Santa Ana River Trail/Bike Lane users could potentially reach the Anza Trail via trails in CHSP and other locations to the north. Because the Anza Trail is well north of the SR-91 CIP study area, it is described here as a part of the overall regional system of trails but not as a resource affected by the SR-91 CIP Build Alternatives.</p> <p>Refer to Figures B.2 and B.3 and Table B.1 in Appendix B for discussion of the effects of the Build Alternatives on the Trail/Bike Lane under Section 4(f).</p> <p>Featherly Regional Park is owned and operated by Orange County Parks. Amenities provided at Featherly Regional Park include on-site parking, a visitor center, park benches, picnic tables, campsites, restrooms, and the Santa Ana River Trail/Bike Lane. Featherly Regional Park covers 364 ac, much of which is a natural riparian wilderness area. Viewing opportunities are best from the Santa Ana River Trail/Bike Lane and the banks of the Santa Ana River. Featherly Regional Park offers both camping and day use. The estimated number of day and overnight visitors to Featherly Regional Park was not available from the Orange County Parks website.</p> <p>Featherly Regional Park is traversed by the Santa Ana River Trail/Bike Lane, which provides a connection between this park and a number of other recreational resources along the Trail/Bike Lane, including the Green River Golf Club and parks to the west and south all the way to the Pacific Ocean. Vehicular access to Featherly Regional Park is available via Gypsum Canyon Road. Travelers on SR-91 can exit the freeway at Gypsum Canyon Road and travel north on Gypsum Canyon Road a short distance to the main entrance of this park. Pedestrians and bicyclists can access the park at the main entrance on Gypsum Canyon Road or via the Santa Ana River Trail/Bike Lane.</p> <p>Features that make Featherly Regional Park special include the provision of camping and day use activities in proximity to a large number of users in the developed parts of northeast Orange County, the ability to use the Santa Ana River Trail/Bike Lane to access other area resources, and the riparian vegetation and wildlife along the Santa Ana River.</p> |

Table 3.1.5 Parks and Recreation Resources¹

| Name, Address, and Owner/Operator of Property | Description of Facilities and Resources on Property |
|---|--|
| <p>New Orange County Park (National Natural Landmark)</p> <p>Northeast Orange County, south of SR-91</p> <p>Orange County Parks</p> | <p>Featherly Regional Park is adjacent to SR-91. There is a substantial change in grade from the freeway to the park, with the park substantially lower than the freeway. In addition, the interchange ramps for the SR-241/SR-91 interchange are immediately adjacent to and above Featherly Regional Park.</p> <p>Refer to Figure B.4 and Table B.1 in Appendix B and Table 3.1.7, later in this section, for discussion of the effects of the Build Alternatives on Featherly Regional Park under Section 4(f).</p> <p>The New OC Park (NNL) is owned by Orange County Parks. Although not yet open to the public as a recreation resource, the Park will be operated by Orange County Parks as parts of it are opened to the public.</p> <p>Approximately 20,000 ac of land were designated as an NNL in 2006 by the DOI. The NNL, owned at that time by The Irvine Company, extends to the Irvine Ranch from south of SR-91 and east of SR-241 to just north of the City of Irvine. There is substantial change in grade from SR-91 to this park, with the park substantially higher in elevation than the freeway. In addition, this parkland extends well south of SR-91. As defined in 36 CFR 62, NNLs are areas of exceptional value to the nation as a whole. NNLs identify and preserve natural areas that best illustrate the biological and geological character of the United States, enhance the scientific and educational values of preserved areas, strengthen public appreciation of natural history, and foster greater concern for the conservation of the nation's natural heritage. NNLs designated by the DOI are listed in the National Registry of Natural Landmarks. The NNL designation does not change the land use or land use designation of the area and does not change the ownership of the land. The Irvine Ranch NNL was open for limited public use. This NNL includes areas of natural beauty, native plants (coastal sage scrub, chaparral communities, and rare Tecate cypress woodlands) and animals, and geological resources.</p> <p>On June 30, 2010, it was announced that The Irvine Company had donated the NNL to the County of Orange for use as a public park and that the County of Orange Board of Supervisors had accepted that donation. As a result, the NNL is now considered a public park. This new park has not yet been named formally, so it is referred to in this document as "the New Orange County Park (National Natural Landmark)" or "the New OC Park (NNL)." The park includes Loma Ridge, Laguna Laurel, and Limestone Canyon. An existing 2,000 ac nature park, Black Star Canyon Regional Park, is also within the acreage of this larger park. The New OC Park (NNL) will be managed by the Irvine Ranch Conservancy under contract to OC Parks. It is anticipated that the park will be open for limited public use in the future.</p> |
| <p>El Cerrito Sports Park</p> <p>East of the El Cerrito Road/I-15 Interchange</p> <p>Corona, CA 92881</p> <p>City of Corona</p> | <p>Refer to Figure 3.1-6 and Table 3.1.7, later in this section, for discussion of the effects of the Build Alternatives on the New OC Park (NNL) under Section 4(f).</p> <p>El Cerrito Sports Park is a 26.6 ac public park on the east side of I-15 that opened to the public on June 5, 2010. Amenities at the park include two full-size baseball/softball diamonds, two Little League baseball/softball diamonds, one T-ball multi-use field, two full-size soccer fields, two basketball courts, a 5,000-square-foot community center building, off-street parking, restrooms, landscaping, fencing, sports field lighting, tot lots, and a concession stand. Vehicle access to this park is via Rudell Road on the northeast side of the park. Pedestrian access to this park is via Rudell Road and El Cerrito Road.</p> <p>Refer to Figure B.7 and Table B.1 in Appendix B for discussion of the effects of the Build Alternatives on this Park under Section 4(f).</p> |

Table 3.1.5 Parks and Recreation Resources¹

| Name, Address, and Owner/Operator of Property | Description of Facilities and Resources on Property |
|--|---|
| <p>Griffin Park 2804 Griffin Way Corona, CA 92879</p> <p>City of Corona</p> | <p>This 12.9 ac neighborhood park in the City of Corona just north of SR-91 is owned and operated by the City. This park provides on-site parking, benches, grassy areas, a play area, and paved walking paths. The park provides opportunities for passive recreation. Griffin Park is open to the public with access via local streets and sidewalks. Vehicular access to Griffin Park is available via several local streets, including Griffin Way, Bristol Way, and Hillsborough Way. Pedestrians and bicyclists can also access Griffin Park via these local streets. Travelers on SR-91 can access the park from SR-91 by exiting at McKinley Street, traveling north on McKinley Street to Griffin Way, and then continuing east on Griffin Way to the park.</p> <p>No overnight use is allowed at Griffin Park. The estimated number of users at the park was not available from the City of Corona website. In addition, because this is a neighborhood park with unrestricted access for pedestrians and cars, it is not possible to estimate the number of users.</p> <p>Features that make Griffin Park special include being readily accessible to area residents and the presence of coastal sage scrub over a large part of the site. Griffin Park is at a higher elevation than, and overlooks, SR-91.</p> <p>Refer to Figure B.6 and Table B.1 in Appendix B for discussion of the effects of the Build Alternatives on this Park under Section 4(f).</p> |
| <p>Civic Center Gym 815 West Sixth Street Corona, CA 92882</p> <p>City of Corona</p> | <p>This gym/park is approximately 500 ft south of SR-91, between Buena Vista Avenue and Vicentia Avenue, at the City of Corona City Hall. This 17 ac neighborhood park/gym provides ball fields, basketball courts, soccer fields, teen room/gym/fitness room, and a kitchen facility.</p> |
| <p>Sheridan Park 300 South Sheridan Corona, CA 92882</p> <p>City of Corona</p> | <p>This park is approximately 500 ft south of SR-91, just east of Grand Boulevard in the City of Corona. This 3 ac neighborhood park provides active recreation such as ball fields, basketball courts, horseshoes, barbecues, covered shelter, play equipment, and picnic facilities.</p> |
| <p>City Park 930 East Sixth Street Corona, CA 92882</p> <p>City of Corona</p> | <p>This park is approximately 950 ft south of SR-91, just east of East Grand Boulevard in the City of Corona. This 17 ac neighborhood park provides ball fields, volleyball courts, basketball courts, soccer fields, swimming pool, horseshoes, a band shell, a skate park, barbecues, covered shelter, play equipment, and picnic facilities.</p> |
| <p>Prado Regional Park 16700 South Euclid Avenue Chino, CA 91708</p> <p>San Bernardino County Parks Department</p> | <p>This recreation area covers approximately 2,000 ac in San Bernardino and Riverside Counties and is approximately 0.3 mi north of SR-91 and east of SR-71. The southern part of the Prado Regional Park facing SR-91 includes Prado Dam and the Prado Dam Spillway. Those areas are not open to the public and do not contain any recreation resources. The public recreation amenities at Prado Regional Park include fishing, hiking, horseback riding, wildlife viewing, picnicking, camping and RV spaces, golf, shooting, boating, playfields, an archery range, horseshoe pits, a dog training facility, and a multipurpose room.</p> |

Table 3.1.5 Parks and Recreation Resources¹

| Name, Address, and Owner/Operator of Property | Description of Facilities and Resources on Property |
|--|---|
| Green River Golf Club 5215 Green River Road Corona, CA 92880 | This golf club is open to the public. The Santa Ana River winds through golf courses that are surrounded by mature native oak, sycamore, and cottonwood trees. Prior to initiation of the Corps project to relocate the Santa Ana River, this publicly owned golf club provided two 18-hole golf courses (36 holes total) and a clubhouse on the north side of SR-91 at Green River Road. As of January 2010, several holes on the golf course were closed and the vegetation removed as part of the Corps project. Refer to Section 2.2.3, Other Major Projects, for additional discussion regarding the Corps' projects in this area. |
| Orange County Flood Control District (Parts of the golf club property are located in Orange, Riverside, and San Bernardino Counties.) Mountain View Country Club 2121 Mountain View Drive Corona, CA 92882 | This privately owned country club is immediately south of SR-91, just west of Serfas Club Drive. The country club includes an 18-hole golf course that is open to the public. |
| Mountain View Country Club Cresta Verde Golf Course 1295 Cresta Road Corona, CA 92879 | This privately owned golf course is immediately east of I-15, just north of SR-91. The golf club includes an 18-hole golf course that is open to the public. |
| Cresta Verde Golf Club | |

Sources: Thomas Bros. Map Reference: Orange County Street Guide (2006), San Bernardino & Riverside Counties Street Guide (2007), field visits in 2008 and 2009, and "Big Gift Swells O.C. Park Acreage" (*Los Angeles Times*, June 30, 2010).

¹ The locations of these properties are shown on Figure B.1 in Appendix B, Resources Evaluated Relative to the Requirements of Sections 4(f) and 6(f).

ac = acre/aces

Anza Trail = Juan Batista de Anza National Historic Trail

APE = Area of Potential Effects

CFR = Code of Federal Regulations

CHSP = Chino Hills State Park

CIP = Corridor Improvement Project

Corps = United States Army Corps of Engineers

DOI = United States Department of the Interior

ft = foot/feet

L&WCF Act = Land and Water Conservation Fund Act

mi = mile/miles

National Register = National Register of Historic Places

NNL = National Natural Landmark

NPS = National Park Service

OC = Orange County

RC/TC = Riverside County Transportation Commission

SR-241 = State Route 241

SR-71 = State Route 71

SR-91 = State Route 91

State Parks = California State Parks

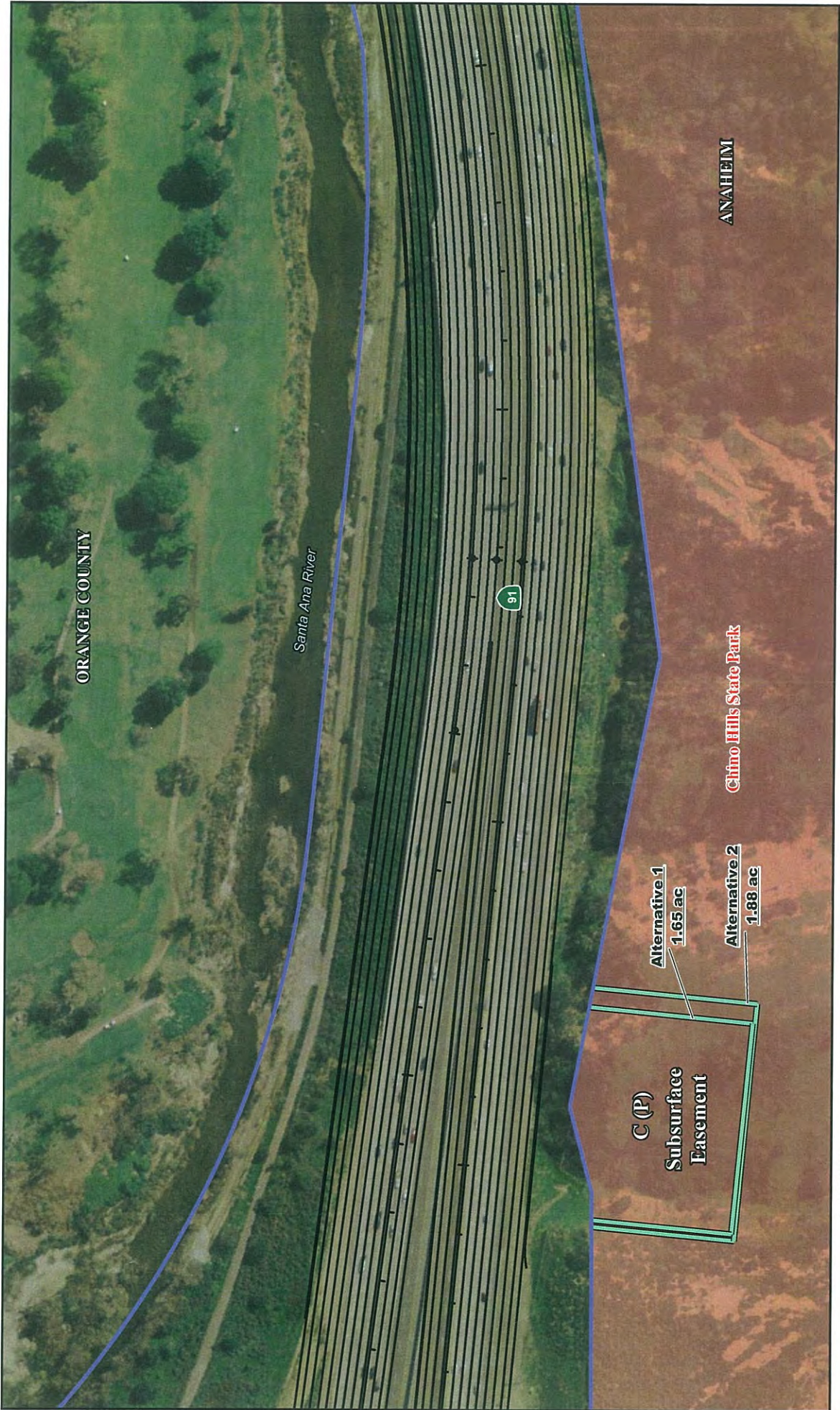
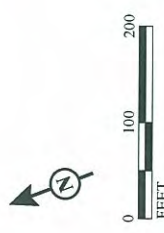


FIGURE 3.1.5
Sheet 1 of 2
SR-91 Corridor Improvement Project
Permanent Easements and Use
at Chino Hills State Park
12-Ora-91-R14.43/R18.91
08-Riv-91-R0.00/R13.04
08-Riv-15-35.64/45.14
EA 0F540



- C - Permanent easement for subsurface tiebacks for the tieback wall
- F - Permanent aerial easement for the new bridge
- IP - Occurs in Initial Phase
- UP - Occurs in the Ultimate Project

- LEGEND**
- Project Improvements
 - Easement
 - Existing State Right-of-Way
 - Chino Hills State Park
 - 0.48 acre of Permanent Use



SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2008).
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Chino Hills Sta

FIGURE 3.1.5
 Sheet 2 of 2
 SR-91 Corridor Improvement Project
 Permanent Easements and Use
 at Chino Hills State Park
 12-Ora-91-R14-43/R18.91
 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540



C - Permanent easement for subsurface tiebacks for the tieback wall
F - Permanent aerial easement for the new bridge
IP - Occurs in Initial Phase
UP - Occurs in the Ultimate Project

- LEGEND**
- Project Improvements
 - Easement
 - Existing State Right-of-Way
 - Chino Hills State Park
 - 0.48 acre of Permanent Use



SOURCE: Air Photo USA (2008), County of Orange (2008), PB (2008).
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easement. This off-ramp must be high enough to cross the BNSF railroad tracks, an unpaved park maintenance road, and Prado Road. As a result, the off-ramp would be an elevated structure or bridge. Part of that elevated structure would cross CHSP property. Specifically, there is a need to place two columns and their footings on park property to support the elevated off-ramp structure. The footings for two columns supporting that bridge structure would be located within the 0.48 ac of land within the boundary of CHSP. The 0.48 ac would be at ground level below the aerial easement.

The two columns would be placed to avoid effects to the BNSF tracks, the unpaved park maintenance road, and Prado Road. In addition, the columns would not affect the trailhead located immediately to the north of the area or the unpaved trail that extends east and north from that trailhead along the unpaved maintenance road into CHSP. Users of that trail in CHSP would have very close views of a large retaining wall on the north side of SR-91 under Alternatives 1 and 2.

Additionally, as shown on Figure 3.1-5, the Alternative 1 and 2 Ultimate Projects would each result in one permanent subsurface easement in CHSP to accommodate subsurface tiebacks on the south side of SR-91. A 1.65 ac subsurface easement is required under the Alternative 1 Ultimate Project, and a 1.88 ac subsurface easement is required under the Alternative 2 Ultimate Project. No project activities associated with these subsurface easements would occur on the surface. Therefore, any permanent subsurface easement would not affect the surface land in those areas or the ownership of the land.

Temporary Construction Easements

Six TCEs will be necessary in the Alternative 1 and 2 Ultimate Projects in CHSP to access and modify drainages and utility facilities in the SR-91 right-of-way and another TCE will be required in and around the BNSF railroad right-of-way in the initial Phases of Alternatives 1 and 2 to accommodate construction of the Green River Road westbound exit ramp bridge over the railroad tracks as shown on Figure B.5 in Appendix B. No permanent project features will be constructed in CHSP within the boundaries of the TCEs. Because the areas used for TCEs are currently vegetated in native and mixed native/nonnative plant materials, those areas would be revegetated at the completion of construction. The revegetation would be conducted in consultation with State Parks to ensure the compatibility of the new vegetation with the existing vegetation in the adjacent areas. The intent is to ensure that the land used as TCEs is returned to the original property owners with similar functions and values as the land had prior to its use as a TCE.

Other Potential Effects on CHSP

The Build Alternatives were evaluated to assess whether the proximity of the transportation facility under those Alternatives will result in indirect impacts on CHSP and the resources in CHSP. As discussed below, it was determined that Build Alternatives will result in some indirect impacts on CHSP. Measures to address those potential project effects are also discussed in the following sections:

- **Visual and Aesthetics:** As discussed later in Section 3.7, Visual/Aesthetics, the majority of the improvements (including the widened freeway mainline, new/modified ramps, overcrossings and bridges, concrete barriers, retaining walls, sound walls, and landscaping) provided by Alternatives 1 and 2 will be visible along SR-91 from SR-71 to I-15, and along I-15 from SR-91 to Ontario Avenue. As a result, viewers on the north and south sides of SR-91 in CHSP and the City of Corona and along I-15 south of SR-91 will have views of these improvements. There is a trail in CHSP in the vicinity of the Green River Road westbound off-ramp. Users of that trail have views of existing SR-91 and will have views of the construction of the Build Alternatives and the improvements provided by the Build Alternatives. Some other areas in CHSP are at or above the grade of SR-91 and potentially have views of the freeway mainline, ramps, overcrossings, undercrossings, and other infrastructure features. In the long term, the views from the parts of CHSP adjacent to SR-91 will include views of the wider mainline cross section and the modified ramp, overcrossing, and undercrossing structures. Measures V-1 through V-4 (in Section 3.7) and PR-2 (in Section 3.1, Land Use), described later in Section 3.1.4.3, will substantially address the visual effects of the Build Alternatives, including effects at CHSP. Those measures include aesthetic treatments on structures, highway planting, and light, glare, and graffiti control.
- **Access:** Vehicular access to CHSP is currently available at the park entrances at Rimcrest Drive and Bane Canyon Road on the north side of CHSP, well outside the SR-91 project study area. Pedestrians and bicyclists can access CHSP at those entrances and several trailheads leading to trails in the park, including a trailhead in CHSP off Prado Road just north of Green River Road. That unpaved trail extends east and north from the trailhead, along a maintenance road, into CHSP. There is currently no vehicle parking on Prado Road or Green River Road in the vicinity of this trailhead.

The Build Alternatives will not affect the vehicular access to CHSP on the north side of CHSP and will not affect the trail or the trailhead in the vicinity of Green River Road. The Build Alternatives include improvements at the trailhead and the provision of approximately 30 vehicle parking spaces near the trailhead. Measure PR-1 (described later in Section 3.1.4.3) will improve trail connectivity in this area.

- **Ecological Impacts:** As discussed in Section 3.17, Natural Communities, the areas in CHSP adjacent to SR-91 include chaparral, coastal sage scrub (CSS), nonnative grasslands, and ruderal/ornamental plant materials. The Build Alternatives will require the use of 2.0 ac in CHSP for 7 TCEs during construction. When the areas used for those TCEs are no longer needed for project construction, they will be revegetated using plant species identified in consultation with State Parks and restored to a condition as good as or better than before those areas were used for TCEs.

Although the project construction activities and continued operation of SR-91 adjacent to CHSP could result in adverse impacts related to invasive species in the parts of CHSP adjacent to SR-91, measure IS-1 (in Section 3.22, Invasive Species) is included in the project to minimize that potential impact.

- **Noise:** There are limited user amenities or noise sensitive receptors in the parts of CHSP adjacent to SR-91. Project-related construction noise is addressed by Measures N-2 and N-3 (in Section 3.15, Noise). In addition, Measure PR 3, as described later in Section 1.3.4.3, limits construction hours in Coal Canyon.

Noise levels in this area will not be appreciably affected by the operation of the Build Alternatives, and very few park patrons are expected to be exposed to those forecasted increases in noise levels. Also, RCTC will develop a stand-alone project to construct barriers on the south and north sides of SR-91 to shield headlight glare and freeway noise at Coal Canyon.

- **Air Quality:** As discussed in Section 3.14, Air Quality, the construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of CHSP, including equipment emissions and dust. Measures SC-1 through SC-5 (in Section 3.14), which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on CHSP.

In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards.

Therefore, the Build Alternatives will not result in long-term adverse air quality impacts at CHSP.

- **Other:** State Parks identified a concern regarding the potential for fires on the freeway, which result from vehicle fires or cigarettes thrown from vehicles, spreading into CHSP. Measure UES-4 (in Section 3.5, Utilities/Emergency Services) specifically addresses the potential risk of fires spreading from the freeway right-of-way into CHSP through the provision of barriers along SR-91 adjacent to CHSP. Measures NC-4 (in Section 3.17) and UES-3 (in Section 3.5) specifically focus on construction-related fire prevention activities during the active fire season.

New Orange County Park (National Natural Landmark)

Permanent Subsurface Easements





The Alternative 1 and 2 Ultimate Projects would result in two permanent subsurface easements in the New OC Park (NNL) to accommodate subsurface tiebacks as shown on Figures 3.1-6 and 3.1-7, respectively, and summarized later in Table 3.1.7. The project construction at these locations would be the installation of underground tiebacks from within the freeway right-of-way, south into the easement areas, with no surface disturbance within the New OC Park (NNL). As shown on Figures 3.1-6 and 3.1-7, at the New OC Park (NNL), there would be a total 0.5 ac for the two easements in the Alternative 1 Ultimate Project and a total 2.2 ac for the two easements in the Alternative 2 Ultimate Project on the south side of SR-91. These permanent subsurface easements would not affect the surface land in those areas or the ownership of the land, and no construction, structures, or other activities would occur at the ground surface at these locations. As a result, these permanent subsurface easements for the Alternative 1 and 2 Ultimate Projects would not result in adverse impacts to the New OC Park (NNL).

Other Potential Effects on the New OC Park (NNL)

Alternatives 1 and 2 were evaluated to assess whether the proximity of the transportation facility under those Alternatives will result in indirect impacts on the New OC Park (NNL) and the resources in that park. As discussed below, it was determined that the Build Alternatives will result in some indirect impacts on this park. Measures to address those potential project effects are also discussed in the following sections:

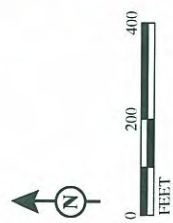


LEGEND

-  Project Improvements
-  Grading Limits
-  Existing State Right-of-Way
-  Permanent Subsurface Easement

 New Orange County Park (National Natural Landmark)

*No permanent right-of-way acquisition is needed for Alternative 1 at this park.



SOURCE: AirPhoto USA (2008), RBF (2010)
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FIGURE 3.1-6






SR-91 Corridor Improvement Project
Alternative 1 at the New Orange County Park
 (National Natural Landmark)

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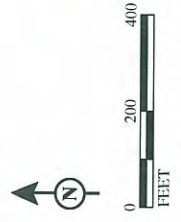
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LEGEND

-  Project Improvements
-  Grading Limits
-  Existing State Right-of-Way
-  Permanent Subsurface Easement
-  New Orange County Park (National Natural Landmark)

*No permanent right-of-way acquisition is needed for Alternative 2 (LPA) at this park.



SOURCE: AirPhoto USA (2008), RBF (2010)
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FIGURE 3.1-7

SR-91 Corridor Improvement Project
 Alternative 2 at the New Orange County Park
 (National Natural Landmark)

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 08-Riv-91-R0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

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- **Visual and Aesthetics:** Public access to the New OC Park (NNL) is currently very limited. It is possible viewers in this park could see construction equipment and activities in the freeway right-of-way during construction of Alternatives 1 and 2.

In the long term, the views from the parts of this park adjacent to SR-91 will include the wider mainline cross section and modified ramp, overcrossing, and undercrossing structures. However, those views will not be substantially different from existing views of the freeway facilities from those areas. Measures V-1 through V-4 (in Section 3.7) will address some of the visual effects of the Build Alternatives on the New OC Park (NNL).

- **Access:** Public access to the New OC Park (NNL) is currently very limited and there is no direct access to this park from SR-91. The permanent subsurface easements in the New OC Park (NNL) will result in no changes to the land surface and, because there is no access to the park from SR-91 in that area, the Build Alternatives will not result in changes to or impacts on access to this park in the future.
- **Ecological Impacts:** The areas in the New OC Park (NNL) adjacent to SR-91 include both native and nonnative plant species. The construction of the Build Alternatives will not result in the disturbance of any land in the New OC Park (NNL) because the subsurface easements will not require any construction activities at the surface in this park.

Although the construction activities in the freeway right-of-way adjacent to the New OC Park (NNL) and the continued operation of SR-91 adjacent to the park could result in adverse impacts related to invasive species, measure IS-1 (in Section 3.22) is included in the project to minimize that potential impact.

- **Noise:** The New OC Park (NNL) is adjacent to SR-91, and noise generated on that existing facility can be heard within the park. As a result, park visitors will experience construction-related noise if the Build Alternatives are under construction at a time when park visitors are in the northern part of the New OC Park (NNL). However, construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. Measures N-2 and N-3 (in Section 3.15) will address construction noise.

Future noise levels in this area under the Build Alternatives are not forecast to increase noticeably from existing conditions. No modeling of future noise levels

was conducted within the boundary of the New OC Park (NNL). As shown in Table 3.15.13 in Section 3.15, projected traffic noise levels on the north side of SR-91 north of the Green River Road off-ramp will increase by 1 dBA with the Build Alternatives compared to the existing and future No Build conditions. That modeled receptor is closer to SR-91 and the off-ramp than the boundary of the New OC Park (NNL), which is on the south side of SR-91. As a result, the change in noise levels at the New OC Park (NNL) will be 1 dBA or less compared to existing and future No Build conditions. Therefore, the Build Alternatives will not result in long-term noise impacts at the New OC Park (NNL).

- **Air Quality:** The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of the New OC Park (NNL), including equipment emissions and dust. Measures SC-1 through SC-5 (in Section 3.14), which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives at the New OC Park (NNL).

In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality at the New OC Park (NNL).

Santa Ana River Trail/Bike Lane

Temporary Detours and Permanent Relocation of a Segment of the Santa Ana River Trail/Bike Lane

The construction of the Initial Phases of Alternatives 1 and 2 would potentially require temporary detours of the Santa Ana River Trail/Bike Lane. The Initial Phases of Alternatives 1 and 2 would also permanently relocate an approximately 200 ft long segment of the trail in the City of Corona farther north as shown on Figures B.2 and B.3 in Appendix B, and include the construction of an approximately 30-space surface parking lot in that area accessible to the trail. The relocation of the 200 ft long segment of the Trail/Bike Lane would not change the designation of the Trail/Bike Lane as a Class I paved bicycle path.

Other Potential Effects on the Santa Ana River Trail/Bike Lane

Alternatives 1 and 2 were evaluated to assess whether the proximity of the transportation facility under those Alternatives will result in indirect impacts on the Santa Ana River Trail/Bike Lane. As discussed below, it was determined that the Build Alternatives will result in some indirect impacts on this Trail/Bike Lane.

Measures to address those potential project effects are also discussed in the following sections. The Santa Ana River Trail/Bike Lane is on the north side of and parallels SR-91, and part of it is in the existing right-of-way for SR-91.

- **Visual and Aesthetics:** Users of the Santa Ana River Trail/Bike Lane currently have views of segments of SR-91, overpasses, ramps, and other infrastructure features. Some Trail/Bike Lane users may see construction activities along SR-91 during construction of the Build Alternatives. However, because Trail/Bike Lane users are transient, they will see views of short-term construction and the project facilities in the long-term for short periods of time as they travel through the area. Measures V-1, V-2, and V-4 (in Section 3.7) will provide aesthetic treatments on project structures, highway planting, and light, glare, and graffiti control, which will improve views for the Trail/Bike Lane users in the vicinity of the project segment of SR-91.
- **Access:** The Santa Ana River Trail/Bike Lane can be accessed by pedestrians and bicyclists at a large number of locations along its alignment. During construction, the Build Alternatives will potentially result in temporary closures of segments of the Trail/Bike Lane for limited periods of time (hours, days). Detours will be provided to ensure the continuity of the River Trail/Bike Lane during construction. Measure T-1 (in Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities) includes coordination of such closures with the appropriate agency and provision of signing before each detour to inform Trail/Bike Lane users of the temporary detours.

An approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane will be permanently relocated to the north by the Build Alternatives, which will provide for continuity of the Trail/Bike Lane in that area in the long term.

- **Ecological Impacts:** In the vicinity of the project, the Santa Ana River Trail/Bike Lane is a paved facility and is not vegetated. The Build Alternatives will result in the relocation of an approximately 200 ft long segment of the Trail/Bike Lane into the right-of-way for Green River Road. Because the Trail/Bike Lane will be relocated to within an existing road, it will not impact plant communities.

The construction activities adjacent to the Santa Ana River Trail/Bike Lane and the continued operation of SR-91 adjacent to the Trail/Bike Lane could result in adverse impacts related to invasive species in the areas around the Trail/Bike Lane. Measure IS-1 (in Section 3.22) is included in the project to address the

potential for invasive species along the Santa Ana River Trail/Bike Lane as a result of the Build Alternatives.

- **Noise:** Some segments of the Santa Ana River Trail/Bike Lane are close to SR-91 and currently hear noise generated on that facility. As a result, Trail/Bike Lane users will experience construction-related noise as they pass active construction areas. However, construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. In addition, Trail/Bike Lane users are transient and will be on segments of the Trail/Bike Lane adjacent to active construction areas for only short periods of time. Measures N-2 and N-3 (in Section 3.15) will address construction noise.

The existing Trail/Bike Lane is within or very close to the right-of-way for SR-91. As a result, Trail/Bike Lane users along that segment of SR-91 currently experience freeway traffic noise. As discussed in Section 3.15, future noise levels in this area under the Build Alternatives are not forecast to noticeably increase from existing conditions. In addition, as noted above, Trail/Bike Lane users are transient and will be on the segments of the Trail/Bike Lane adjacent to SR-91 for only short periods of time. Therefore, Trail/Bike Lane users will not be adversely affected by operations noise under the Build Alternatives in the long term.

- **Air Quality:** The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of the Santa Ana River Trail/Bike Lane, including equipment emissions and dust. Measures SC-1 through SC-5 (in Section 3.14), which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on the Santa Ana River Trail/Bike Lane.

In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality at the Santa Ana River Trail/Bike Lane.

Featherly Regional Park

Temporary Construction Easements

A total of three TCEs will be necessary in Featherly Regional Park to access and modify drainages (two TCEs) and utility facilities (one TCE) in the SR-91 right-of-way as shown on Figure B.4 in Appendix B. No permanent project features will be constructed in Featherly Regional Park within the boundaries of the TCEs needed

during construction of the Initial Phases of Alternatives 1 and 2. Because the areas used for TCEs are currently vegetated in native and mixed native/nonnative plant materials, those areas would be revegetated at the completion of construction. The revegetation would be conducted in consultation with OC Parks to ensure the compatibility of the new vegetation with the existing vegetation in the adjacent areas. The intent is to ensure that the land used as TCEs is returned to the original property owners with similar functions and values as the land had prior to its use as a TCE.

Other Potential Effects on Featherly Regional Park

Alternatives 1 and 2 were evaluated to assess whether the proximity of the transportation facility under those alternatives will result in indirect impacts on Featherly Regional Park and the resources in that park. As discussed below, it was determined that the Build Alternatives will result in some indirect impacts on this park. Measures to address those potential project effects are also discussed in the following sections.

- **Visual and Aesthetics:** Featherly Regional Park is adjacent to the north side of SR-91. There is a substantial change in grade from the freeway to the park, with most of the park at a substantially lower grade than the freeway. In addition, the interchange ramps for the SR-241/SR-91 interchange are immediately adjacent to and above Featherly Regional Park and are visible from many areas in the park. Because SR-91 is above the grade of the park, it is unlikely that park visitors will notice any substantial change in views of that area during either construction or operation of the Build Alternatives.

- **Access:** Vehicular access to Featherly Regional Park is currently available via Gypsum Canyon Road. Pedestrians and bicyclists can access the park at the main entrance on Gypsum Canyon Road or via the Santa Ana River Trail/Bike Lane.

During construction, the ramps to/from SR-91 at Gypsum Canyon Road may be closed temporarily and/or the number of lanes on SR-91 and/or the Gypsum Canyon Road ramps may be reduced temporarily, which could result in delays or longer travel times for visitors traveling to/from Featherly Regional Park.

However, alternative access will be available by exiting SR-91 at Weir Canyon Road, traveling north on Weir Canyon Road to La Palma Avenue, traveling east on La Palma Avenue to Gypsum Canyon Road, and then traveling south on Gypsum Canyon Road to the park entrance.

Featherly Regional Park is also accessible from the Santa Ana River Trail/Bike Lane. As described earlier, there may be temporary detours on the Santa Ana

River Trail/Bike Lane during construction, but park visitors would still be able to access Featherly Regional Park from the Trail/Bike Lane.

Measure T-1 (in Section 3.6) includes coordination of freeway ramp closures and temporary Trail/Bike Lane detours with the appropriate agencies and provision of signing before each closure/detour to inform travelers destined to/from Featherly Regional Park of the ramp closures and temporary detours on the Trail/Bike Lane.

In the long term, the Build Alternatives will not impact access to Featherly Regional Park.

- **Ecological Impacts:** The areas in Featherly Regional Park adjacent to SR-91 include riparian forest, CSS, and nonnative grasslands. The Build Alternatives will require the use of 0.2 ac in Featherly Regional Park for three TCEs during construction. When the areas used for those TCEs are no longer needed for project construction, they will be revegetated using plant species identified in consultation with the County of Orange and restored to a condition as good as or better than before those areas were used for TCEs.

Although construction activities and continued operation of SR-91 adjacent to the park could result in adverse impacts related to invasive species, measure IS-1 (in Section 3.22) is included in the project to minimize that potential impact.

- **Noise:** Featherly Regional Park is adjacent to SR-91, and park visitors currently hear noise generated on that facility. As a result, during the construction of Alternatives 1 and 2, park visitors will experience construction-related noise. However, construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. Measures N-2 and N-3 (in Section 3.15) will address project-related construction noise at Featherly Regional Park.

Because the Park is immediately adjacent to SR-91, visitors currently experience freeway traffic noise. Future noise levels in this area under the Build Alternatives are not forecast to increase noticeably from existing conditions. As shown on Table 3.15.13 in Section 3.15, projected traffic noise levels on the north side of SR-91 adjacent to Featherly Regional Park will increase by 1 dBA with the Build Alternatives, compared to the existing and future No Build conditions. That level of change will not be perceptible to most park visitors. As a result, the change in noise levels at Featherly Regional Park will not result in long-term noise impacts at this park.

- **Air Quality:** The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of Featherly Regional Park including equipment emissions and dust. Measures SC-1 through SC-5 (in Section 3.14), which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on Featherly Regional Park.

In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality at Featherly Regional Park.

El Cerrito Sports Park

Temporary Construction Easements

Four TCEs will be necessary in El Cerrito Sports Park to access and modify drainages in the SR-91 right-of-way during construction of the Initial Phases of Alternatives 1 and 2 as shown on Figure B.7 in Appendix B. No permanent project features will be constructed in El Cerrito Sports Park within the boundaries of the TCEs. Because the areas used for TCEs are currently vegetated in native and mixed native/nonnative plant materials, those areas would be revegetated at the completion of construction. The revegetation would be conducted in consultation with the City of Corona to ensure the compatibility of the new vegetation with the existing vegetation in the adjacent areas. The intent is to ensure that the land used as TCEs is returned to the original property owners with similar functions and values as the land had prior to its use as a TCE.

Other Potential Effects on El Cerrito Sports Regional Park

Alternatives 1 and 2 were evaluated to assess whether the proximity of the transportation facility under those alternatives will result in indirect impacts on El Cerrito Sports Park and the resources in that park. As discussed below, it was determined that the Build Alternatives will result in some indirect impacts on this park. Measures to address those potential project effects are also discussed in the following sections:

- **Visual and Aesthetics:** El Cerrito Sports Park includes a wide range of sport facilities and landscaping. I-15 is visible from within the park. As a result, park visitors will have views of project construction activities and equipment. The segment of I-15 adjacent to the park will be widened in the median of the existing freeway. As a result, park visitors will have views of the widened freeway cross-

section in the long term. However, because this is an active sports park and visual quality is not a primary feature or value of the park, the short-term views during construction and the long-term views of the widened freeway will not substantially change the visitor experience at this park.

- **Access:** Vehicle access to this park is provided via Rudell Road on the northeast side of the park. Pedestrian access to this park is via Rudell Road and El Cerrito Road. There is no direct access to this park from I-15. The construction and operation of the Build Alternatives will not result in any effects on the local streets that provide access to El Cerrito Sports Park.
- **Ecological Impacts:** The areas in El Cerrito Sports Park adjacent to I-15 are currently landscaped as part of the overall landscaping in the park. The Build Alternatives will require the use of 0.19 ac in El Cerrito Sports Park for four TCEs during construction. When the areas used for those TCEs are no longer needed for project construction, they will be revegetated using plant species identified in consultation with the City of Corona and restored to a condition as good as or better than before those areas were used for TCEs.

Although construction activities and continued operation of I-15 adjacent to the park could result in adverse impacts related to invasive species, measure IS-1 (in Section 3.22) is included in the project to minimize that potential impact.

- **Noise:** El Cerrito Sports Park is adjacent to I-15, and park visitors currently hear noise generated on that facility. As a result, park visitors will experience construction-related noise. However, construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. Measures N-2 and N-3 (in Section 3.15) will address project-related construction noise at El Cerrito Sports Park.

Because the park is immediately adjacent to I-15, visitors currently experience freeway traffic noise. Future noise levels in this area under the Build Alternatives are not forecast to increase noticeably from existing conditions and, therefore, park visitors will not be adversely affected by facility operations noise under the Build Alternatives in the long term.

- **Air Quality:** The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of El Cerrito Sports Park, including equipment emissions and dust. Measures SC-1 through SC-5, which

include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on El Cerrito Sports Park.

In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality at El Cerrito Sports Park.

Griffin Park

Temporary Construction Easement

One TCE will be necessary in Griffin Park to access and modify drainages in the SR-91 right-of-way during construction of the Alternative 1 and 2 Ultimate Projects as shown on Figure B.6 in Appendix B. No permanent project features will be constructed in Griffin Park within the boundary of the TCE. Because the areas used for TCEs are currently vegetated in native and mixed native/nonnative plant materials, those areas would be revegetated at the completion of construction. The revegetation would be conducted in consultation with the City of Corona to ensure the compatibility of the new vegetation with the existing vegetation in the adjacent areas. The intent is to ensure that the land used as TCEs is returned to the original property owners with similar functions and values as the land had prior to its use as a TCE.

Other Potential Effects on Griffin Park

Alternatives 1 and 2 were evaluated to assess whether the proximity of the transportation facility under those alternatives will result in indirect impacts on Griffin Park and the resources in that park. As discussed below, it was determined that the Build Alternatives will result in some indirect impacts on this park. Measures to address those potential project effects are also discussed in the following sections:

- **Visual and Aesthetics:** Griffin Park is slightly above the grade of SR-91 and visitors to the park currently have views of SR-91. During construction, viewers in Griffin Park will see construction equipment and activities along SR-91. In the long term, views from Griffin Park will include the wider mainline cross-section on SR-91. Measures V-1 through V-4 (in Section 3.7) will provide some aesthetic treatments to structures, highway planting, and light, glare, and graffiti control.
- **Access:** Vehicular and pedestrian access to Griffin Park is currently available via local streets, including Griffin Way, Bristol Way, and Hillsborough Way. There is no direct access to this park from SR-91. The construction and operation of the

Build Alternatives will not result in any effects on the local streets that provide access to Griffin Park.

- **Ecological Impacts:** The areas in Griffin Park adjacent to SR-91 include CSS and nonnative landscaping. The Alternative 1 and 2 Ultimate Projects will require the use of 0.47 ac in Griffin Park for one TCE during construction. When the area used for that TCE is no longer needed for project construction, it will be revegetated using plant species identified in consultation with the City of Corona and restored to a condition as good as or better than before it was used for a TCE.

Although construction activities and continued operation of SR-91 adjacent to the park could result in adverse impacts related to invasive species, measure IS-1 (in Section 3.22) is included in the project to minimize that potential impact.

- **Noise:** Griffin Park is adjacent to SR-91, and park visitors currently hear noise generated on that facility. As a result, park visitors will experience construction-related noise. However, construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. Measures N-2 and N-3 (in Section 3.15) will address construction noise.

Because the park is immediately adjacent to SR-91, visitors currently experience freeway traffic noise. Future noise levels in this area under the Build Alternatives are not forecast to increase noticeably from existing conditions and, therefore, park visitors will not be adversely affected by facility operations noise under the Build Alternatives in the long term.

- **Air Quality:** The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of Griffin Park, including equipment emissions and dust. Measures SC-1 through SC-5, which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives on Griffin Park.

In the long term, the Build Alternatives reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Build Alternatives will not result in long-term adverse impacts related to air quality in the vicinity of Griffin Park.

Potential Project Effects at Other Parks and Recreation Resources

In addition to the parks discussed in the preceding sections, the potential for project effects on the remaining resources described in Table 3.1.5 was evaluated as shown in Table 3.1.6.

No Build Alternative

The No Build Alternative would maintain the current configurations of SR-91 and I-15 in the study area. Under the No Build Alternative, the project would not be constructed and no permanent or temporary impacts to park and recreational uses would occur.

3.1.3.3 Section 4(f), Section 6(f), and the Public Parks Protection Act of 1971

Section 4(f)

Section 6009(a) of SAFETEA-LU amended the 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).

FHWA's final rule on Section 4(f) de minimis findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and 23 CFR 774.17.

In the first substantive revision to Section 4(f) since its enactment, SAFETEA-LU amended the law to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This revision provides that once the United States Department of Transportation (DOT) 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.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to the Memorandums (Memorandums of Understanding [MOUs]) under SAFETEA-LU Sections 6004 and 6005, including determinations and approval of Section 4(f) evaluations as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

Table 3.1.6 Potential Project Effects on Other Parks and Recreation Resources¹

| Name and Address of Property | Assessment of Potential Project Effects |
|--|--|
| <p>Civic Center Gym 815 West Sixth Street Corona, CA 92882</p> | <p>The Civic Center Gym/park is approximately 500 ft south of SR-91, between Buena Vista Avenue and Vicentia Avenue, at the City of Corona City Hall.</p> <p>Use of Land: The gym/park is outside the right-of-way limits and disturbance limits for the Initial Phases and Ultimate Projects under Alternatives 1 and 2. As a result, there would be no permanent use of land, no permanent easements, and no temporary easements at the gym/park under Alternatives 1 and 2.</p> <p>Visual/Aesthetics: Because this gym/park is in a developed area, visual quality is not a primary feature or value of the gym/park, and visitors would not have close views of the project improvements. As a result, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in adverse visual/aesthetic impacts to this gym/park.</p> <p>Access: Pedestrian and vehicle access to this gym/park is provided from Buena Vista Avenue. There is no direct access to this gym/park from SR-91. Alternatives 1 and 2 will not result in temporary or permanent changes to the access to this gym/park.</p> <p>Ecological: The natural resources at this gym/park are the landscaped areas on the property. Because this gym/park is outside the right-of-way and disturbance limits, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in impacts to the landscaping on the gym/park property.</p> <p>Noise: At approximately 500 ft from SR-91, visitors to the outdoor areas at this gym/park may hear construction noise during construction of the Build Alternatives. Construction noise is not generally considered a substantial impact because of the temporary nature of, and the limited nighttime exposure of sensitive receptors to, that noise. Project-related construction noise is addressed by Measures N-2 and N-3 in Section 3.15, Noise.</p> <p>As discussed in Section 3.15, future noise levels along SR-91 under the Build Alternatives are not forecast to increase noticeably from existing conditions. As a result, any change in noise levels at this gym/park, which is approximately 500 ft south of SR-91, would not be perceptible to gym/park visitors.</p> <p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of SR-91. Measures SC-1 through SC-5 in Section 3.14, Air Quality, which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives. As a result, at approximately 500 ft south of SR-91, it is unlikely that gym/park visitors will experience construction-related emissions during construction of the Initial Phases and Ultimate Projects under Alternatives 1 and 2.</p> <p>In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in long-term adverse impacts related to air quality at the Civic Center Gym.</p> |

Table 3.1.6 Potential Project Effects on Other Parks and Recreation Resources¹

| Name and Address of Property | Assessment of Potential Project Effects |
|--|---|
| <p>Sheridan Park 300 South Sheridan Corona, CA 92882</p> | <p>This park is approximately 500 ft south of SR-91, just east of Grand Boulevard in the City of Corona.</p> <p>Use of Land: This park is outside the right-of-way limits and disturbance limits for the Initial Phases and Ultimate Projects under Alternatives 1 and 2. As a result, there would be no permanent use of land, no permanent easements, and no temporary easements at this park under Alternatives 1 and 2.</p> <p>Visual/Aesthetics: Because this park is in a developed area, visual quality is not a primary feature or value of the park and visitors would not have close views of the project improvements. As a result, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in adverse visual/aesthetic impacts to this park.</p> <p>Access: Pedestrian and vehicle access to this park is provided from Third, Fourth, Merrill, and Sheridan Streets. There is no direct access to this park from SR-91. Alternatives 1 and 2 will not result in temporary or permanent changes to the access to this park.</p> <p>Ecological: The natural resources at this park are the landscaped areas on the property. Because this park is outside the right-of-way and disturbance limits, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in impacts to the landscaping on the park property.</p> <p>Noise: At approximately 500 ft from SR-91, visitors to this park may hear construction noise during construction of the Build Alternatives. Construction noise is not generally considered a substantial impact because of the temporary nature of, and the limited nighttime exposure of sensitive receptors to, that noise. Project-related construction noise is addressed by Measures N-2 and N-3 (in Section 3.15, Noise).</p> <p>As discussed in Section 3.15, future noise levels along SR-91 under the Build Alternatives are not forecast to increase noticeably from existing conditions. As a result, any change in noise levels at this park, which is approximately 500 ft south of SR-91, would not be perceptible to park visitors.</p> <p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of SR-91. Measures SC-1 through SC-5 in Section 3.14, which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives. As a result, at approximately 500 ft south of SR-91, it is unlikely that park visitors will experience construction-related emissions during construction of the Initial Phases and Ultimate Projects under Alternatives 1 and 2.</p> <p>In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in long-term adverse impacts related to air quality at Sheridan Park.</p> |

Table 3.1.6 Potential Project Effects on Other Parks and Recreation Resources¹

| Name and Address of Property | Assessment of Potential Project Effects |
|---|--|
| <p>City Park 930 East Sixth Street Corona, CA 92882</p> | <p>This park is approximately 950 ft south of SR-91, just east of East Grand Boulevard in the City of Corona.</p> <p>Use of Land: This park is outside the right-of-way limits and disturbance limits for the Initial Phases and Ultimate Projects under Alternatives 1 and 2. As a result, there would be no permanent use of land, no permanent easements, and no temporary easements at this park under Alternatives 1 and 2.</p> <p>Visual/Aesthetics: Because this park is in a developed area, visual quality is not a primary feature or value of the park, and visitors would not have close views of the project improvements. As a result, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in adverse visual/aesthetic impacts to this park.</p> <p>Access: Pedestrian and vehicle access to this park is provided from Sixth Street, Quarry Street, and Kress Court. There is no direct access to this park from SR-91. Alternatives 1 and 2 will not result in temporary or permanent changes to the access to this park.</p> <p>Ecological: The natural resources at this park are the landscaped areas on the property. Because this park is outside the right-of-way and disturbance limits, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in impacts to the landscaping on the park property.</p> <p>Noise: At approximately 950 ft from SR-91, visitors are not expected to hear construction noise during construction of the Build Alternatives.</p> <p>As discussed in Section 3.15, future noise levels along SR-91 under the Build Alternatives are not forecast to increase noticeably from existing conditions. As a result, any change in noise levels at this park, which is approximately 950 ft south of SR-91, would not be perceptible to park visitors.</p> <p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of SR-91. Measures SC-1 through SC-5 in Section 3.14, which include standard Department and SCAGMD measures, will substantially reduce this short-term impact of the Build Alternatives. As a result, at approximately 950 ft south of SR-91, it is not expected that park visitors will experience construction-related emissions during construction of the Initial Phases and Ultimate Projects under Alternatives 1 and 2.</p> <p>In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in long-term adverse impacts related to air quality at City Park.</p> |

Table 3.1.6 Potential Project Effects on Other Parks and Recreation Resources¹

| Name and Address of Property | Assessment of Potential Project Effects |
|--|--|
| <p>Prado Regional Park 16700 South Euclid Avenue Chino, CA 91708</p> | <p>This park is approximately 0.3 mi north of SR-91 and east of SR-71.</p> <p>Use of Land: This park is outside the right-of-way limits and disturbance limits for the Initial Phases and Ultimate Projects under Alternatives 1 and 2. As a result, there would be no permanent use of land, no permanent easements, and no temporary easements at this park under Alternatives 1 and 2.</p> <p>Visual/Aesthetics: At approximately 0.3 mi north of SR-91, most parts of this park do not have views of SR-91. Areas that do have views have distant views of the existing SR-91 and SR-71 mainline facilities and the SR-91/SR-71 interchange as well as closer views of Prado Dam and the Prado Dam Spillway. Park visitors will have similar views of the widened SR-91 under the Initial Phases and Ultimate Projects for Alternatives 1 and 2. Because views of SR-91 from this park will not change substantially, Alternatives 1 and 2 will not result in adverse visual/aesthetic impacts to this park.</p> <p>Access: Pedestrian and vehicle access to this park is provided from Euclid Avenue (from SR-71). There is no direct access to this park from SR-91. Alternatives 1 and 2 will not result in temporary or permanent changes to the access to this park.</p> <p>Ecological: The natural resources at this park include native plants and animals. Because this park is outside the right-of-way and disturbance limits, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in impacts to the biological resources on the park property.</p> <p>Noise: At approximately 0.3 mi north of SR-91, visitors are not expected to hear construction noise during construction of the Build Alternatives.</p> <p>As discussed in Section 3.15, future noise levels along SR-91 under the Build Alternatives are not forecast to increase noticeably from existing conditions. As a result, any change in noise levels at this park, which is approximately 0.3 mi north of SR-91, would not be perceptible to park visitors.</p> <p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of SR-91. Measures SC-1 through SC-5 in Section 3.14, which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives. As a result, at approximately 0.3 mi north of SR-91, it is not expected that park visitors will experience construction-related emissions during construction of the Initial Phases and Ultimate Projects under Alternatives 1 and 2.</p> <p>In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in long-term adverse impacts related to air quality at Prado Regional Park.</p> |

Table 3.1.6 Potential Project Effects on Other Parks and Recreation Resources¹

| Name and Address of Property | Assessment of Potential Project Effects |
|---|--|
| 5215 Green River Road Corona, CA 92880 | <p>Use of Land: This golf club is outside the right-of-way limits and disturbance limits for the Initial Phases and Ultimate Projects under Alternatives 1 and 2. As a result, there would be no permanent use of land, no permanent easements, and no temporary easements at this golf club under Alternatives 1 and 2.</p> <p>Visual/Aesthetics: Visitors to the golf club currently have views of the mainline SR-91 facilities. Because the freeway is above the grade of the golf course, golfers will have limited views of construction activities on the freeway. Alternatives 1 and 2 each include a retaining wall on the north side of SR-91 facing the golf course. As a result, golfers will have views of the retaining wall that will be approximately 28 ft high and 1,900 ft long under Alternative 1 and approximately 40 ft high and 2,400 ft long under Alternative 2. This retaining wall will be designed with aesthetic features as described in Measures V-1 and V-2. Because visual quality is not a primary feature or value of the golf club, the changes in views from the golf course to the south will not result in adverse visual/aesthetic impacts to this golf club.</p> <p>Access: Pedestrian and vehicle access to this golf club is provided from the Santa Ana River Trail/Bike Lane and Green River Road, respectively. There is no direct access to this park from SR-91. During construction of the on- and off-ramps and the mainline improvements on SR-91, there may be temporary delays for travelers using Green River Road to cross under SR-91 going to and from the Green River Golf Club. The travel lanes on Green River Road may be temporarily narrowed or shifted to accommodate project construction activities. During those periods, temporary signing and, if needed, flag persons will be provided. Alternatives 1 and 2 will not result in permanent changes to the access to this golf club. The project construction at Green River Road will not temporarily or permanently affect the segment of the Santa Ana River Trail/Bike Lane in that area.</p> <p>Ecological: The natural resources at this golf club include the landscaped greens, some native plants, and the Santa Ana River. Because this golf club is outside the right-of-way and disturbance limits, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in impacts to the biological resources on that property.</p> <p>Noise: Visitors to this golf club will hear construction noise during construction of the Build Alternatives. Construction noise is not generally considered a substantial impact because of the temporary nature of, and the limited nighttime exposure of sensitive receptors to, that noise. Project-related construction noise is addressed by Measures N-2 and N-3 (in Section 3.15, Noise).</p> <p>As discussed in Section 3.15, future noise levels along SR-91 under the Build Alternatives are not forecast to increase noticeably from existing conditions. As a result, any change in noise levels at this golf club would not be perceptible to golf club visitors.</p> <p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of SR-91. Measures SC-1 through SC-5 (in Section 3.14), which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives. Even with those measures, visitors to this golf club may experience construction-related emissions during construction of the Initial Phases and Ultimate Projects under Alternatives 1</p> |

Table 3.1.6 Potential Project Effects on Other Parks and Recreation Resources¹

| Name and Address of Property | Assessment of Potential Project Effects |
|---|--|
| <p>Mountain View Country Club 2121 Mountain View Drive Corona, CA 92882</p> | <p>and 2.</p> <p>In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in long-term adverse impacts related to air quality at the Green River Golf Club.</p> <p>This country club is immediately south of SR-91, just west of Serfas Club Drive.</p> <p>Use of Land: This country club is outside the right-of-way limits and disturbance limits for the Initial Phases and Ultimate Projects under Alternatives 1 and 2. As a result, there would be no permanent use of land, no permanent easements, and no temporary easements at this country club under Alternatives 1 and 2.</p> <p>Visual/Aesthetics: Golfers at the west end of the golf course currently have views of the SR-91 mainline and Serfas Club Drive off-ramp, which are above the grade of the golf course. Trees and structures currently shield some views of the freeway facilities from the golf course. Because the freeway is above the grade of the golf course, golfers will have limited views of construction activities on the freeway and will have views of the improvements in Alternatives 1 and 2 similar to the existing views of SR-91 from the golf course property. Because visual quality is not a primary feature or value of the golf course, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in adverse visual/aesthetics impacts to this golf course.</p> <p>Because visual quality is not a primary feature or value of the county club, the changes in views to the north will not result in adverse visual/aesthetic impacts to this county club.</p> <p>Access: Pedestrian and vehicle access to this country club is provided from both Serfas Club Drive (to Pine Crest Drive to the country club) and Paseo Grande (to Pine Crest Drive to the country club). There is no direct access to this park from SR-91. Alternatives 1 and 2 will not result in permanent changes to the access to this country club. During construction on the SR-91 mainline and in the vicinity of the on- and off-ramps as Serfas Club Drive, there may be temporary delays for travelers using Serfas Club Drive to access the county club. The travel lanes on Serfas Club Drive may be temporarily narrowed or shifted to accommodate project construction activities. During those periods, temporary signing and, if needed, flag persons, will be provided.</p> <p>Ecological: The natural resources at this country club include landscaped greens and some native plants. Because this country club is outside the right-of-way and disturbance limits, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in impacts to the biological resources on that property.</p> <p>Noise: Visitors to this country club will hear construction noise during construction of the Build Alternatives. Construction noise is not generally considered a substantial impact because of the temporary nature of, and the limited nighttime exposure of sensitive receptors to, that noise. Project-related construction noise is addressed by Measures N-2 and N-3 (in Section 3.15, Noise).</p> |

Table 3.1.6 Potential Project Effects on Other Parks and Recreation Resources¹

| Name and Address of Property | Assessment of Potential Project Effects |
|---|---|
| <p>Cresta Verde Golf Course 1295 Cresta Road Corona, CA 92879</p> | <p>As discussed in Section 3.15, future noise levels along SR-91 under the Build Alternatives are not forecast to increase noticeably from existing conditions. As a result, any change in noise levels at this country club would not be perceptible to country club visitors.</p> <p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of SR-91. Measures SC-1 through SC-5 in Section 3.14, which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives. Even with those measures, visitors to this country club may experience construction-related emissions during construction of the Initial Phases and Ultimate Projects under Alternatives 1 and 2.</p> <p>In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in long-term adverse impacts related to air quality at the Mountain View Country Club.</p> <p>This privately owned golf course is immediately east of I-15 and La Cresta Road, just north of SR-91.</p> <p>Use of Land: This golf course is outside the right-of-way limits and disturbance limits for the Initial Phases and Ultimate Projects under Alternatives 1 and 2. As a result, there would be no permanent use of land, no permanent easements, and no temporary easements at this golf course under Alternatives 1 and 2.</p> <p>Visual/Aesthetics: Visitors to the golf course currently have views of some part of the mainline I-15 facilities and the I-15/SR-91 interchange facilities. Golfers will have views of the elevated I-15/SR-91 interchange HOV/tolled lane connectors provided under Alternatives 1 and 2. Because golfers already have views of this major interchange and visual quality is not a primary feature or value of the Cresta Verde Golf Course, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in adverse visual/aesthetics impacts to this golf course.</p> <p>Because visual quality is not a primary feature or value of the golf course, the changes in views to the east will not result in adverse visual/aesthetic impacts to this county club.</p> <p>Access: Pedestrian and vehicle access to this golf course is provided from La Cresta Road and Parkridge Avenue. There is no direct access to this golf course park from either I-15 or SR-91. Alternatives 1 and 2 will not result in temporary or permanent changes to the access to this country club.</p> <p>Ecological: The natural resources at this golf course are the landscaped greens and some native plants. Because this golf course is outside the right-of-way and disturbance limits, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in impacts to the biological resources on that property.</p> |

Table 3.1.6 Potential Project Effects on Other Parks and Recreation Resources¹

| Name and Address of Property | Assessment of Potential Project Effects |
|------------------------------|--|
| | <p>Noise: Visitors to this golf course will hear construction noise during construction of the Build Alternatives. Construction noise is not generally considered a substantial impact because of the temporary nature of that noise and the limited nighttime exposure of sensitive receptors to construction noise. Project-related construction noise is addressed by Measures N-2 and N-3 (in Section 3.15, Noise).</p> <p>As discussed in Section 3.15, future noise levels along SR-91 under the Build Alternatives are not forecast to increase noticeably from existing conditions. As a result, any change in noise levels at this golf course would not be perceptible to golf course visitors.</p> <p>Air Quality: The construction of the Build Alternatives has the potential to temporarily increase air quality emissions in the vicinity of I-15 and SR-91. Measures SC-1 through SC-5 in Section 3.14, which include standard Department and SCAQMD measures, will substantially reduce this short-term impact of the Build Alternatives. Even with those measures, visitors to this golf course may experience construction-related emissions during construction of the Initial Phases and Ultimate Projects under Alternatives 1 and 2.</p> <p>In the long term, the Build Alternatives will reduce regional vehicle emissions and will not delay the attainment of the federal CO, PM_{2.5}, and PM₁₀ standards. Therefore, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 will not result in long-term adverse impacts related to air quality at the Cresta Verde Golf Course.</p> |

Sources: Thomas Bros. Map Reference: Orange County Street Guide (2006), San Bernardino & Riverside Counties Street Guide (2007), field visits in 2008 and 2009, and "Big Gift Swells O.C. Park Acreage" (*Los Angeles Times*, June 30, 2010).

¹ The locations of these properties are shown on Figure B.1 in Appendix B, Resources Evaluated Relative to the Requirements of Sections 4(f) and 6(f).

- CO = carbon monoxide
- mi = mile/miles
- Department = California Department of Transportation
- PM_{2.5} = particulate matter less than 2.5 microns in size
- PM₁₀ = particulate matter less than 10 microns in size
- SCAQMD = South Coast Air Quality Management District
- SR-71 = State Route 71
- SR-91 = State Route 91
- I-15 = Interstate 15

SAFETEA-LU Section 6009(a) amended the Section 4(f) legislation to allow the DOT to determine that certain uses of Section 4(f) land will have no adverse effect on a protected resource. As a result, the Department, under its assumption of responsibility pursuant to 23 USC 327, will determine whether a transportation use of Section 4(f) resource, after consideration of any impact avoidance, minimization, mitigation, or enhancement measures, will result in a de minimis impact on that protected resource.

De minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not adversely affect the activities, features, and attributes of the Section 4(f) resource. The Department must make a finding for each resource and the responsible official with jurisdiction over each resource must agree in writing with that finding. Based on the information discussed above, the Department has made de minimis findings for the permanent use of land at CHSP and the permanent subsurface easements at CHSP and the New OC Park (NNL) as a result of Alternatives 1 and 2, which is described later in this section.

The parks and recreational facilities found within or adjacent to the SR-91 CIP project area for which a temporary use or a de minimis impact has been determined are discussed below and summarized on Table 3.1.7. Appendix B discusses those resources that do not trigger Section 4(f) protection either because: (1) they are not publicly owned, (2) they are not open to the public, (3) they are not eligible historic properties, or (4) the project does not permanently, temporarily, or constructively use the property as defined in 23 CFR Section 774.17.

In addition to the recreation and park resources discussed in this section, one National Register listed cultural resource, the Grand Boulevard Historic District in the City of Corona, is also protected under the requirements of Section 4(f) and is discussed later in this section.

Chino Hills State Park

Section 4(f) Use of Chino Hills State Park

The Department determined that the use of approximately 2.0 ac in CHSP for seven TCEs during the construction of the SR-91 CIP Build Alternatives satisfies the five conditions set forth in 23 CFR 774.13(d) for temporary occupancy and does not constitute a use; therefore, Section 4(f) would not apply to the use of 2.0 ac of land in CHSP for TCEs. Refer to Appendix B for additional discussion regarding this determination.

Table 3.1.7 Summary of Temporary Occupancies and Permanent Easements at Park and Recreational Facilities and Section 4(f) Properties by Alternative

| Permanent Use | Alternative 1 Project | | Alternative 2 Project | | Status Under Section 4(f) and the Public Park Preservation Act of 1971 |
|--|--|--|--|--|---|
| | Permanent Easement | TCEs and Other Temporary Occupancies ¹ | Permanent Use | Permanent Easement | |
| <p>Initial Phase: None</p> <p>Ultimate Project: None</p> | <p>Initial Phase: None</p> <p>Ultimate Project: None</p> | <p>Initial Phase: Possible temporary detours during construction and permanent relocation of a 200 ft long segment of the Santa Ana River Trail/Bike Lane in the City of Corona</p> <p>Ultimate Project: None beyond the possible temporary detours in the Initial Phase</p> | <p>Initial Phase: None</p> <p>Ultimate Project: None</p> | <p>Initial Phase: Possible temporary detours during construction and permanent relocation of a 200 ft long segment of the Santa Ana River Trail/Bike Lane in the City of Corona</p> <p>Ultimate Project: None beyond the possible temporary detours in the Initial Phase</p> | <p>Permanent Use: There are no permanent uses of the Santa Ana River Trail/Bike Lane under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>Permanent Easement: There are no permanent easements at the Santa Ana River Trail/Bike Lane under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>TCEs and Other Temporary Occupancies: The possible temporary detours of the Santa Ana River Trail/Bike Lane in the City of Corona during construction of the Initial Phases of Alternatives 1 and 2 and the permanent relocation of a short segment of the Trail/Bike Lane would be a temporary occupancy and, therefore, the requirements of Section 4(f) are not triggered. Refer to Appendix B for a more detailed explanation.</p> <p>In summary, the project effects at the Santa Ana River Trail/Bike Lane do not trigger the requirements for protection under Section 4(f) and are, therefore, exempt from the requirements of Section 4(f).</p> <p>Public Park Preservation Act of 1971: The Santa Ana River Trail/Bike Lane is not a public park. Therefore, the provisions of this Act do not apply to the Trail/Bike Lane.</p> |

Table 3.1.7 Summary of Temporary Occupancies and Permanent Easements at Park and Recreational Facilities and Section 4(f) Properties by Alternative

| Permanent Use | Alternative 1 Project | | Alternative 2 Project | | Status Under Section 4(f) and the Public Park Preservation Act of 1971 |
|--|--|---|--|---|--|
| | Permanent Easement | TCEs and Other Temporary Occupancies ¹ | Permanent Use | Permanent Easement | |
| <p>Initial Phase: None</p> <p>Ultimate Project: None</p> | <p>Initial Phase: None</p> <p>Ultimate Project: None</p> | <p>Initial Phase: 0.2 ac for TCEs</p> <p>Ultimate Project: None beyond the 0.2 ac for TCEs in the Initial Phase</p> | <p>Initial Phase: None</p> <p>Ultimate Project: None</p> | <p>Initial Phase: 0.2 ac for TCEs</p> <p>Ultimate Project: None beyond the 0.2 ac for TCEs in the Initial Phase</p> | <p>Permanent Use: There are no permanent uses of Featherly Regional Park under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>Permanent Easement: There are no permanent easements at Featherly Regional Park under the Initial Phases or Ultimate Projects for Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>TCEs and Other Temporary Occupancies: The TCEs at Featherly Regional Park during construction of the Initial Phases of Alternatives 1 and 2 would be temporary occupancies and, therefore, the requirements of Section 4(f) are not triggered. Refer to Appendix B for a more detailed explanation.</p> <p>In summary, the project effects at Featherly Regional Park do not trigger the requirements for protection under Section 4(f) and are, therefore, exempt from the requirements of Section 4(f).</p> <p>Public Park Preservation Act of 1971: Because the SR-91 CIP will not result in the acquisition of property from Featherly Regional Park, the provisions of this Act do not apply to this park.</p> |

Table 3.1.7 Summary of Temporary Occupancies and Permanent Easements at Park and Recreational Facilities and Section 4(f) Properties by Alternative

| Alternative 1 Project | | Alternative 2 Project | | Status Under Section 4(f) and the Public Park Preservation Act of 1971 |
|---|---|---|---|---|
| Permanent Use | Permanent Easement | Permanent Use | Permanent Easement | |
| Chino Hills State Park (Refer to Figure 3.1-5 in this Section and Figure B.5, Sheets 1 to 4, in Appendix B) | | | | |
| <p>Initial Phase: Permanent use of a total of 0.48 ac of land for the footings for two columns under the aerial easement for the elevated Green River Road off-ramp and a small area south of that easement</p> <p>Ultimate Project: None beyond the 0.48 ac in the Initial Phase</p> | <p>Initial Phase: None</p> <p>Ultimate Project: 1.65 ac permanent subsurface easement</p> | <p>Initial Phase: Permanent use of a total of 0.48 ac of land for the footings for two columns under the aerial easement for the elevated Green River Road off-ramp and a small area south of that easement</p> <p>Ultimate Project: None beyond the 0.48 ac in the Initial Phase</p> | <p>Initial Phase: None</p> <p>Ultimate Project: 1.88 ac permanent subsurface easement</p> | <p>Permanent Use: The Initial Phases of Alternatives 1 and 2 would result in the permanent use of a total of 0.48 ac of land for an aerial easement and the footings for two columns under the elevated Green River Road off-ramp as well as the area south of the aerial easement. These uses would not affect the functions, values, and attributes of CHSP.</p> <p>Permanent Easement: The Alternative 1 and 2 Ultimate Projects would each require a permanent subsurface easement on the south side of SR-91 to accommodate subsurface tiebacks. This would be a permanent easement into perpetuity. This easement would not affect the functions, values, and attributes of CHSP.</p> <p>TCEs and Other Temporary Occupancies: The seven TCEs at CHSP during construction of the Initial Phases and Ultimate Projects of Alternatives 1 and 2 would be temporary occupancies.</p> <p>In summary, Alternatives 1 and 2 will use CHSP, but these uses are considered de minimis. State Parks concurred with this determination in a letter dated April 15, 2012. Refer to the discussion in Section 3.1.3.3 for more details.</p> <p>Public Park Preservation Act of 1971: The permanent acquisition of 0.48 ac of land from CHSP under the Initial Phases of Alternatives 1 and 2 and the permanent subsurface easements for the Alternative 1 and 2 Ultimate Projects are subject to the requirements of the Public Park Preservation Act of 1971. To comply with that Act,</p> |
| <p>Initial Phase: 1.1 ac for one TCE at Green River Road</p> | <p>Initial Phase: 1.03 ac for one TCE at Green River Road</p> | <p>Initial Phase: 1.1 ac for one TCE at Green River Road</p> | <p>Initial Phase: 1.1 ac for one TCE at Green River Road</p> <p>Ultimate Project: 1.03 ac for six TCEs in addition to the 1.1 ac for a TCE in the Initial Phase</p> | |

Table 3.1.1.7 Summary of Temporary Occupancies and Permanent Easements at Park and Recreational Facilities and Section 4(f) Properties by Alternative

| Permanent Use | Alternative 1 Project | | Alternative 2 Project | | Status Under Section 4(f) and the Public Park Preservation Act of 1971 |
|------------------------|--|---|------------------------|------------------------|--|
| | Permanent Easement | TCEs and Other Temporary Occupancies ¹ | Permanent Use | Permanent Easement | |
| | | | | | RCTC will provide compensation to State Parks for the permanent acquisition of 0.48 ac of land and the permanent subsurface easements in CHSP. |
| | New Orange County Park (National Natural Landmark) (Refer to Figures 3.1-6 and 3.1-7 in this Section) | | | | |
| Initial Phase: None | Initial Phase: None | Initial Phase: None | Initial Phase: None | Initial Phase: None | Permanent Use: There are no permanent uses of the New OC Park (NNL) under the Initial Phases of, or Ultimate Projects for, Alternatives 1 and 2. Permanent Easement: The Alternative 1 and 2 Ultimate Projects will result in the use of two small areas for a permanent subsurface easement at the New OC Park (NNL) just south of SR-91. These would be easements in perpetuity. These easements would not affect the functions, values, and attributes of the New OC Park (NNL). In summary, permanent subsurface easements are permanent uses, but are considered de minimis. The County of Orange concurred with that determination in a letter dated May 2, 2012. Refer to the discussion in Section 3.1.3.3 for more details. |
| Ultimate Project: None | Ultimate Project: 0.5 ac for a permanent subsurface easement | Ultimate Project: None | Ultimate Project: None | Ultimate Project: None | |
| | | | | | Public Park Preservation Act of 1971: The permanent subsurface easements in the New OC Park (NNL) under the Alternative 1 and 2 Ultimate Projects are subject to the requirements of the Public Park Preservation Act of 1971. To comply with that Act, RCTC will provide compensation to the County of Orange for the permanent subsurface easements in the New OC (NNL) Park. |

Table 3.1.7 Summary of Temporary Occupancies and Permanent Easements at Park and Recreational Facilities and Section 4(f) Properties by Alternative

| Permanent Use | Alternative 1 Project | | Alternative 2 Project | | Status Under Section 4(f) and the Public Park Preservation Act of 1971 |
|---|---|---|---|---|--|
| | Permanent Easement | TCEs and Other Temporary Occupancies ¹ | Permanent Easement | TCEs and Other Temporary Occupancies ¹ | |
| Initial Phase: None Ultimate Project: None | Initial Phase: None Ultimate Project: None | Initial Phase: None Ultimate Project: 0.5 ac for a TCE | Initial Phase: None Ultimate Project: None | Initial Phase: None Ultimate Project: 0.5 ac for a TCE | <p>Permanent Use: There are no permanent uses of Griffin Park under the Initial Phases of, or Ultimate Projects for, Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>Permanent Easement: There are no permanent easements at Griffin Park under the Initial Phases of, or Ultimate Projects for, Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>TCEs and Other Temporary Occupancies: The TCEs at Griffin Park during construction of the Alternative 1 and 2 Ultimate Projects would be temporary occupancies and, therefore, the requirements of Section 4(f) are not triggered. Refer to Appendix B for more details.</p> <p>In summary, the project does not use Griffin Park and does not trigger Section 4(f).</p> <p>Public Park Preservation Act of 1971: Because the SR-91 CIP will not result in the acquisition of property from Griffin Park, the provisions of this Act do not apply to this park.</p> |
| | | | | | |
| Initial Phase: None Ultimate Project: None | Initial Phase: None Ultimate Project: None | Initial Phase: None Ultimate Project: None | Initial Phase: None Ultimate Project: None | Initial Phase: None Ultimate Project: None | <p>Permanent Use: There are no permanent uses of El Cerrito Sports Park under the Initial Phases of, and Ultimate Projects for, Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered.</p> <p>Permanent Easement: There are no permanent easements at El Cerrito Sports Park under the Initial Phases of, and Ultimate Projects for, Alternatives 1 and 2.</p> |
| | | | | | |

Table 3.1.7 Summary of Temporary Occupancies and Permanent Easements at Park and Recreational Facilities and Section 4(f) Properties by Alternative

| Permanent Use | Alternative 1 Project | | Alternative 2 Project | | Status Under Section 4(f) and the Public Park Preservation Act of 1971 |
|---------------|-----------------------|---|-----------------------|--------------------|---|
| | Permanent Easement | TCEs and Other Temporary Occupancies ¹ | Permanent Use | Permanent Easement | |
| | | | | | <p>TCEs and Other Temporary Occupancies: The TCEs at El Cerrito Sports Park would be temporary occupancies during construction of the Initial Phases of Alternatives 1 and 2. Therefore, the requirements of Section 4(f) are not triggered. Refer to Appendix B for more details.</p> <p>In summary, the project does not use El Cerrito Sports Park and does not trigger Section 4(f).</p> <p>Public Park Preservation Act of 1971: Because the SR-91 CIP will not result in the acquisition of property from El Cerrito Sports Park, the provisions of this Act do not apply to this park.</p> |

Source: Riverside County Transportation Commission (2010, 2011, and 2012).

¹ The following conditions must all be met for a temporary effect to be considered a temporary occupancy of a property:

- The duration of the 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 scope of the work must be minor (i.e., both the nature and the magnitude of the changes to the Section 4(f) property must be minimal);
- There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, and/or attributes of the property on either a temporary or permanent basis;
- The land being used must be fully restored (i.e., the property must be returned to the condition that existed prior to the project); and
- There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

ac = acre/acres
 BNSF = Burlington, Northern, Santa Fe
 CHSP = Chino Hills State Park
 ft = foot/feet

NNL = National Natural Landmark
 OC = Orange County
 SR-91 = State Route 91
 TCEs = temporary construction easements

The Initial Phases of Alternatives 1 and 2 would result in the permanent use of 0.48 ac of land for the aerial easement that accommodates the elevated Green River Road off-ramp and less than 2 ac of permanent subsurface easements for tiebacks. The footings for two columns under the elevated Green River Road off-ramp are within the area under the elevated structure and the aerial easement. The permanent use of 0.48 ac of land from CHSP at the Green River Road off-ramp and the permanent aerial and subsurface easements will not substantively affect park users and will not affect access to/from this part of the park for park users or staff.

Alternatives 1 and 2 were evaluated to assess whether the proximity of a transportation facility under those Alternatives would result in indirect impacts so severe that the protected activities, features, and/or attributes that qualify CHSP for protection under Section 4(f) would be substantially impaired (i.e., constructive use). As discussed in Section B.3.2, Assessment of the Potential for Constructive Uses, in Appendix B, it was determined that although Alternatives 1 and 2 would result in some indirect impacts, those impacts would not be severe enough to result in a constructive use at CHSP.

Applicability of Section 4(f) to Chino Hills State Park

The Department determined that the SR-91 CIP satisfies the criteria for de minimis under Section 4(f) and that the permanent easements and use of 0.48 ac of land from CHSP under Alternatives 1 and 2 would result in a de minimis effect on CHSP.

Why the Use at Chino Hills State Park is De Minimis

The primary features of CHSP include its overall size, the wide range of natural resources in the park, the connections to other open space and wilderness areas for wildlife, and the overall experience and enjoyment associated with such a large area of open space in a largely urbanized area. Recreational activities in CHSP include camping and approximately 60 mi of trails for hiking, biking, and equestrian uses. Attributes of CHSP include a ranch house, a barn, windmills, watering troughs, on-site parking, picnic areas, an equestrian staging area, pipe corrals, a historic barn, water spigots, and restrooms. Because the SR-91 improvements do not impact the natural resources and recreational facilities in CHSP, there would be no interference with the features, activities, attributes, or purposes of CHSP, on either a temporary or permanent basis as a result of the SR-91 CIP Build Alternatives. The SR-91 CIP will ensure that hikers and vehicles

have future public access to CHSP in the vicinity of the Green River Road off-ramp.

The permanent use of 0.48 ac of land from CHSP at the Green River Road off-ramp will not substantively affect park users and will not affect access to/from this part of the park for park users or staff. There is an unpaved trail to the east, with the trailhead immediately north of where the columns for the elevated westbound Green River Road off-ramp would be located. The project would not affect the use of that trail. As a result, the Department determined that the SR-91 CIP satisfies the criteria for de minimis under Section 4(f) and that the use of 0.48 ac of land from CHSP under Alternatives 1 and 2 would result in only a minor, or de minimis, effect on CHSP.

Documentation of Consultation Regarding Chino Hills State Park

On April 5, 2012, State Parks provided written concurrence that the project effects at CHSP described above and summarized in Table 3.1.7 would be de minimis impacts. A copy of that letter is provided in Appendix B. Key agreement points regarding State Parks concurrence on the de minimis for the project impacts are:

- Concurrence that the TCEs constitute temporary occupancies and, therefore, are not uses of parkland under Section 4(f)
- Concurrence on the de minimis finding that the permanent subsurface easements and the permanent use of 0.48 ac of CHSP land by the SR-91 CIP would not adversely affect the activities, features, and attributes that qualify CHSP for protection under Section 4(f)
- Concurrence that the transportation use of the Section 4(f) resource, together with the Section 4(f) impact avoidance, minimization, and mitigation or enhancement measures incorporated in the SR-91 CIP, does not adversely affect the activities, features, and attributes that qualify CHSP for protection under Section 4(f)

A summary of the meetings and letters documenting the Section 4(f) consultation with State Parks regarding the potential effects of the SR-91 CIP Build Alternatives on CHSP and copies of the consultation letters is provided in Appendix B.

Public Notice

In addition to consultation with State Parks, public scoping was conducted at the beginning of the process to prepare the EIR/EIS for the SR-91 CIP. It was made

known at that time that the proposed project was adjacent to, and could potentially affect, CHSP. Refer to Chapter 5, Comments and Coordination, for additional information regarding the public notice and consultation process for the SR-91 CIP. The circulation of the Draft EIR/EIS and the public hearing process for the Draft EIR/EIS provided additional opportunities for public review and comment on the project, including consideration of the project effects at CHSP, as discussed in Chapter 5 and Appendix O, Responses to Comments. In addition, “A Public Notice of Intent to Adopt a U.S. Department of Transportation Act Section 4(f) De Minimis Finding for Impacts to Chino Hills State Park” was posted at CHSP on June 1, 2012. A copy of that Notice of Intent is provided in Appendix B.

In addition, during public circulation and prior to final approval of the project, the Department coordinated with State Parks on obtaining agreement regarding the project effects on CHSP and the proposed de minimis finding for those effects.

New OC Park (NNL)

Section 4(f) Use of the New OC Park (NNL)

As shown on Figures 3.1-6 and 3.1-7, respectively, the Ultimate Projects for Alternatives 1 and 2 include two permanent subsurface easements within the New OC Park (NNL) for tiebacks for a tieback wall. For the Alternative 1 Ultimate Project, these two areas are approximately 0.33 and 0.18 ac (0.5 ac total) south of SR-91 and east of SR-241, as shown on Figure 3.1-6. For the Alternative 2 Ultimate Project, these two areas are 1.03 and 1.17 ac (2.2 ac total) south of SR-91 and east of SR-241, as shown on Figure 3.1-7.

Applicability of Section 4(f) to the New OC Park (NNL)

The Department initially determined that Section 4(f) did not apply to the permanent subsurface easements and instead addressed them as temporary occupancies. This was based on the fact that the easements would not affect the surface land in that area or the ultimate ownership of the land. No project construction, structures, or other activities would occur at the ground surface at this location.

The Department reevaluated the subsurface easements and now determines, per 23 CFR Section 774, that a de minimis impact finding for those permanent subsurface easements in the New OC Park (NNL) is more appropriate because the subsurface easements would be permanent.

Alternatives 1 and 2 were evaluated to assess whether the proximity of a transportation facility under those Alternatives would result in indirect impacts so severe that the protected activities, features, and/or attributes that qualify the New OC Park (NNL) for protection under Section 4(f) would be substantially impaired (i.e., constructive use). As discussed in Section B.3.2 in Appendix B, it was determined that although Alternatives 1 and 2 would result in some indirect impacts on this park, those impacts would not be severe enough to result in a constructive use of this park.

Why the Use at the New OC Park (NNL) is De Minimis

The New OC (NNL) Park is currently undeveloped and is open to the public on a limited basis. It is not known at this time what recreation uses and facilities would be provided at that park in the future. It is anticipated that the recreation uses would include trails, interpretive signing, and other passive recreation activities. The subsurface easements under the Build Alternatives will not restrict the ability of the County of Orange to develop and operate the New OC Park (NNL) in the future. As a result, a de minimis finding is appropriate because although the subsurface easements would be permanent, they would not adversely affect the future features, activities, and attributes that qualify the New OC Park (NNL) for protection under Section 4(f).

Documentation of Consultation Regarding the New OC Park (NNL)

The Department sent a letter dated April 17, 2012 to the County of Orange requesting concurrence on a de minimis determination at the National Natural Landmark (formerly labeled Anaheim 3 area by the Irvine Company). The County of Orange provided written concurrence with that determination on May 2, 2012. Therefore, the Department made a de minimis determination for the project effects at the New OC Park (NNL) per 23 CFR Section 774.13(d). A copy of the April 17, 2012, Department letter and the County's concurrence signature dated May 2, 2012, on that letter are provided in Appendix B.

Public Notice

In addition to consultation with the County of Orange, the circulation of the Draft EIR/EIS and the public hearing process for the Draft EIR/EIS provided opportunities for the public to review and comment on the project, including consideration of the project effects at the New OC Park (NNL) as discussed in Chapter 5 and Appendix O, Responses to Comments.

In addition, a Public Notice of Intent to Adopt a U. S. Department of Transportation Act Section 4(f) De Minimis Finding for impacts to the Irvine Ranch Open Space” was posted on the New OC Park (NNL) property on June 1, 2012. A copy of that Notice of Intent is provided in Appendix B.

Grand Boulevard Historic District

The Grand Boulevard Historic District is in the City of Corona. Figure 3.8.1 in Section 3.8, Cultural Resources, shows the location of the Grand Boulevard Historic District. It became a California Historic Landmark on May 19, 2011, and was listed on the National Register on July 14, 2011. The Historic District qualified for listing on the National Register because it is a property that is associated with events that have made a significant contribution to the broad patterns of our history (National Register Criterion A) and is a property that embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction (National Register Criterion C).

The Grand Boulevard Historic District consists of the 100 ft wide public right-of-way, which includes the road, curb, parkways, and sidewalks. Its primary character-defining feature is its circular design, which is 1 mi in diameter and was part of the original design of the Corona town site in 1886. Contributing elements include features within the right-of-way associated with the original design concept, early development, or function of Grand Boulevard during the period of significance (1886–1928). Contributing features include the roadway and its intersections with streets and alleys, driveways, gutters, curbs, parkways, street trees, streetlights, sidewalks, a hitching post, and two pocket parks.

Section 4(f) Use of the Grand Boulevard Historic District

Within a National Register listed historic district, Section 4(f) applies to the use of those properties that are considered contributing to the eligibility of the District, as well as any individually eligible property within the District. In general, contributing elements of the Grand Boulevard Historic District include the roadway and its intersections with historic streets and alleys, driveways, gutters, curbs, parkways, street trees, streetlights, sidewalks, a hitching post, and two pocket parks. None of the contributing features within the Area of Potential Effects (APE) for the SR-91 CIP are individually significant based on the National Register documentation and the survey and evaluation work conducted for the SR-91 CIP. Additionally, as a result of prior modifications to the

sidewalks, curbs, and gutters in the northern segment of the District, these features are not considered character-defining and do not contribute to the significance of the District.

Throughout the decades, minor modifications, including alterations to the parkways, sidewalks, and curbs, have been made to Grand Boulevard. Two major projects in the northern segment in 1961 (construction of SR-91) and 1976 (grade separation and street widening) also modified features along Grand Boulevard. As a result of these modifications, the sidewalks, curbs, and gutters in the northern part of the Historic District are not character-defining features and do not contribute to the significance of the Historic District.

Alternatives 1 and 2 would not result in any change in the Grand Boulevard Historic District boundary or require any permanent easements or TCEs within the District; therefore, no change in ownership will occur.

The Initial Phases of Alternatives 1 and 2, including the Preferred Alternative (Alternative 2f), would relocate short segments of sidewalks, curbs, and gutters; relocate up to 7 acorn-style streetlights; remove 18 street trees; reconfigure 2 intersections; and have some other indirect impacts. All these proposed modifications would occur in the northernmost part of Grand Boulevard Circle.

Because the sidewalks, curbs, and gutters within the APE are not contributing features, any modifications to them by Alternatives 1 and 2 will not adversely affect the historic significance of the Grand Boulevard Historic District as a whole.

The two intersections (Bollero Place/Frontage Road and Joy Street) that will be reconfigured during the Initial Phases of Alternatives 1 and 2 have also been previously modified. Because these intersections do not date to the period of significance for the Grand Boulevard Historic District, the project-related reconfiguration of these intersections will not adversely impact the historic significance of the District.

The acorn-style streetlights that will be removed during construction of the Initial Phases of Alternatives 1 and 2 will be reinstalled near their original locations or elsewhere in the Grand Boulevard Historic District, as discussed in Section 3.8.4.1, Conditions for the Acorn-Style Streetlights in the Grand Boulevard Historic District. Trees that are compatible with the District will be planted in a

1:1 ratio to replace the 18 trees that would be removed from the Grand Boulevard Historic District during construction of the Initial Phases of Alternatives 1 and 2 as provided in Measure V-2 in Section 3.7, Visual Resources, and Measure CR-1 in Section 3.8, Cultural Resources. Thus, these impacts to the Grand Boulevard Historic District are minimized and of a temporary duration.

The construction work in the Grand Boulevard Historic District would be conducted within the public right-of-way owned by the City of Corona and would be subject to the City's requirements for temporary encroachments and the conduct of construction activities in City-owned rights-of-way. Because Alternatives 1 and 2 will not alter characteristics that qualify the Grand Boulevard Historic District for the National Register in a manner that would diminish its integrity or impair its ability to convey its historic significance, a finding of No Adverse Effect to the District was made under Section 106.

Applicability of Section 4(f) to the Grand Boulevard Historic District

The SR-91 CIP Build Alternatives would result in the following effects at the Grand Boulevard Historic District:

- Removal and relocation of up to 7 acorn-style streetlights near their original locations or elsewhere in the Grand Boulevard Historic District during construction of the Initial Phases of Alternatives 1 and 2.
- Removal and replacement of 18 trees adjacent to the East Grand Boulevard and West Grand Boulevard undercrossings during construction of the Initial Phases of Alternatives 1 and 2.

The Department originally determined that the impacts to the Historic District constituted a temporary occupancy under 23 CFR Section 774.13(d); and that, therefore, Section 4(f) would not apply to the temporary impacts on the Grand Boulevard Historic District during construction of the Initial Phases of Alternatives 1 and 2.

The Department has since reconsidered and made a new determination that the impacts at the Grand Boulevard Historic District would be de minimis.

Why the Use of the Grand Boulevard Historic District is De Minimis

The impacts of the Build Alternatives at the Grand Boulevard Historic District would be de minimis because construction in the affected parts of the Grand Boulevard Historic District would not result in any permanent adverse physical

impacts in those areas after the conditions and mitigation described in Section 3.8 are implemented, and would not interfere with the protected activities, features, or attributes of those parts of the District on a permanent basis. In addition, the areas in the District affected temporarily by the project construction would be returned to a condition that is at least as good as that which existed prior to the project, including the reinstallation of the acorn-style streetlights and the replacement of street trees within the Grand Boulevard Historic District.

Documentation of Consultation Regarding the Grand Boulevard Historic District

According to a letter agreement between FHWA and the State Historic Preservation Officer (SHPO), as well as the January 1, 2004, Section 106 Programmatic Agreement, the Department can make a de minimis finding for a historic property where the SHPO has concurred with the No Adverse Effect finding and the Department has identified the subject property as a Section 4(f) property in a notification letter to SHPO. In a letter dated June 15, 2012, the Department notified SHPO of the de minimis finding for the project's impacts to the Grand Boulevard Historic District. In a letter dated June 26, 2012, SHPO concurred with the Department's No Adverse Effect finding under Section 106. A summary of the letters documenting the Section 4(f) consultation with SHPO regarding the potential effects of the SR-91 CIP Build Alternatives on the Grand Boulevard Historic District is provided in Chapter 5.

Public Notice

In addition to consultation with SHPO, public scoping was conducted at the beginning of the process to prepare the EIR/EIS for the SR-91 CIP. It was made known at that time that the proposed project was adjacent to, and could potentially affect, the Grand Boulevard Historic District. Refer to Chapter 5 for additional information regarding the public notice and consultation process for the SR-91 CIP. The circulation of the Draft EIR/EIS and the public hearing process for the Draft EIR/EIS provided additional opportunities for public review and comment on the project, including consideration of the project effects at the Grand Boulevard Historic District, as discussed in Chapter 5. Refer also to Section 3.8, which discusses additional consultation conducted regarding the Grand Boulevard Historic District.

No Build Alternative

The No Build Alternative would maintain the current configurations of SR-91 and I-15 in the study area. Under the No Build Alternative, the project would not be constructed, and no temporary or permanent impacts to park and recreation facilities, trails, and Sections 4(f) and 6(f) properties would occur. However, because no improvements would be made to SR-91 and I-15 under the No Build Alternative, traffic conditions in the study area, including communities along these freeways, would worsen, the mobility of goods and people would be reduced, and the quality of life in the study area and for those traveling through the study area would be adversely affected.

Section 6(f)

State and local governments often obtain grant funds through the Land and Water Conservation Fund (L&WCF) Act to acquire or make improvements to parks and recreation areas. Section 6(f) of the L&WCF Act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the United States Department of Interior (DOI) National Park Service (NPS).

Although most of CHSP is covered by Section 6(f), it has been determined that the Section 6(f) does not apply to the part that will be permanently converted for non-recreational purposes – parcel # 31. In its consultation letter dated January 26, 2012, the NPS indicated that two previous L&WCF Act grants were used for the acquisition of land for CHSP. The Build Alternatives would require acquisition of a small amount of land in parcel #31 in CHSP, which was not acquired with those prior grants. The NPS letter goes on to say “...we have determined that LWCF Act §6(f)(3) does not now apply to parcel # 31, and that the proposed project, were it to be built today, would not cause a LWCF Act conversion of parkland on parcel #31.” As a result, at this time, the requirements for the protection and mitigation of the acquisition of land from parcel #31 for the proposed project under Section 6(f) do not apply.

However, the NPS also indicated in its consultation letter that the timing of the closing of an approved third major L&WCF Act grant to State Parks for CHSP is not known. When that grant is closed, it will modify the Section 6(f) boundary for CHSP to include all the existing land in the park, including all of parcel #31. Because of the uncertainty of the timing of the closing of that approved L&WCF Act grant to CHSP, the NPS consultation letter also recommends “...that CEQA and NEPA

environmental compliance treat the property as if §6f applied now, in terms of potential impacts assessment and mitigation measures.”

Because parcel #31 is not currently subject to the requirements of protection and mitigation under Section 6(f), RCTC and Caltrans are proceeding without treating parcel #31 as if Section 6(f) applies now and will continue to monitor the status of the L&WCF Act grant closing. However, in the event that the grant is closed prior to construction of the SR-91 CIP, the requirements for the protection under Section 6(f) will need to be analyzed and addressed with CHSP and the California Department of Parks and Recreation, Office of Grants and Local Services.

The NPS consultation letter is provided in Appendix B.

Public Park Preservation Act of 1971

In addition to the requirements of Sections 4(f) and 6(f), the Public Park Preservation Act of 1971 (Public Resources Code Section 5400 et seq.) applies to parks in the project study area. The Act, which applies to any park operated by a public agency, provides in part that:

“No city, city and county, county, public district, or agency of the state, including any division, department or agency of the state government, or public utility, shall acquire (by purchase, exchange, condemnation, or otherwise) any real property, which property is in use as a public park at the time of such acquisition, for the purpose of utilizing the property for any nonpark purpose, unless the acquiring entity pays or transfers to the legislative body of the entity operating the park sufficient compensation or land, or both, as required by the provisions of this chapter to enable the operating entity to replace the parkland and the facilities thereon.”

The permanent acquisition of property from CHSP and permanent subsurface easements at CHSP and the New OC Park (NNL) under Alternatives 1 and 2 are subject to the requirements of the Public Park Preservation Act of 1971. Consistent with that Act, RCTC will be required to provide compensation, land, or both, to enable the replacement of the parkland and the facilities on the affected park land.

3.1.4 Avoidance, Minimization, and/or Mitigation Measures

3.1.4.1 Measures for Land Use

General Plan Amendments would be required as a result of the incorporation of nontransportation General Plan-designated land into the SR-91 and I-15 facilities to ensure consistency with land uses as designated in the local General Plans. Measure LU-1, below, would mitigate this impact of Alternatives 1 and 2 and those Alternatives would then be consistent with the local General Plans. The following measure would be required for the Initial Phases and Ultimate Projects under the SR-91 CIP Build Alternatives.

LU-1 If a Build Alternative is selected for implementation, RCTC will request the County of Riverside, the County of Orange, and the cities along the alignments of SR-91 and I-15 to amend their respective General Plans to reflect the selected SR-91 CIP alternative and the modification of land use designations for properties that would be acquired for the project which are not currently designated for transportation uses.

3.1.4.2 Measures for Consistency with Federal, State, Regional, and Local Plans

With the exception of the General Plan effects discussed above, Alternatives 1 and 2 would not result in any inconsistencies with federal, State, regional, or local plans. No mitigation is required.

3.1.4.3 Measures for Parks and Recreational Facilities

Measures PR-1 and PR-2 would be required for the Initial Phases of Alternatives 1 and 2 to address the project's impacts on CHSP.

PR-1 During final design/construction of the Initial Phase, RCTC will contribute \$100,000 to the planning and implementation of improvements in that area that would support and expand regional trail connectivity.

PR-2 During final design/construction of the Initial Phase, RCTC will coordinate with State Parks on the aesthetic features that will be included in the project specifications for the proposed retaining wall facing CHSP between SR-71 and the westbound Green River Road off-ramp, consistent with the aesthetic and features required in

Measure V-1. The aesthetic treatment will include a texture to simulate a natural type appearance such as a soil or rock surface, or equivalent.

Measure PR-3 would be required for the Initial Phases and Ultimate Projects under the SR-91 CIP Build Alternatives to minimize nighttime noise impacts to CHSP.

PR-3 RCTC's Resident Engineer will require the design/build contractor to limit the hours of construction in CHSP to daylight hours (7:00 a.m. to 7:00 p.m.), with the exception of limited periods when evening or night construction is necessary for operations reasons. Operational reasons may include the desire to conduct certain construction activities, such as closing multiple ramps or travel lanes, during night hours to minimize delays to the traveling public. Any night construction must be approved in writing by the RCTC Resident Engineer and coordinated with the Department District 8 and 12 biologists, USFWS, and CDFG.

The entry gates at Coal Canyon must remain closed at all times except to provide access to and from the construction site for construction workers, materials delivery, and construction equipment, to prevent wildlife from inadvertently entering the freeway area.

Measures UES-4 and NC-4 will be implemented for fire prevention and suppression.

UES-4 **Fire Prevention Adjacent to CHSP.** The final design of the SR-91 CIP Build Alternatives will include closing gaps so there is the equivalent of a continuous barrier 30 to 36 inches high on the edge of the shoulder on both westbound and eastbound SR-91 from SR-71 to SR-241, as follows:

- **Initial Phase:** The 36-inch-high concrete barrier on westbound SR-91 between SR-71 and Green River Road already included in the design alternatives will meet the requirements for this barrier;
- **Ultimate Project:** Close gaps to provide an equivalent continuous barrier 30 to 36 inches high on the edge of shoulder on SR-91 in both directions between Green River Road and SR-241 meeting Department standards applicable at the time.

NC-4 When work is conducted during the fire season (as identified by the Orange County Fire Authority [OCFA], Riverside County Fire Department [RCFD], City of Norco Fire Department, and/or the City of Corona Fire Department) adjacent to any vegetated open space, RCTC's Resident Engineer will require the design/build contractor to ensure that appropriate firefighting equipment (e.g., extinguishers, shovels, water tankers) is available on site during all phases of project construction to help minimize the potential for human-caused wildfires. Shields, protective mats, and/or other fire-preventive methods will be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventive actions, and responses to fires will advise contractors regarding fire risk from all construction-related activities.

If a responsible fire agency (OCFA, RCFD, City of Norco Fire Department, or City of Corona Fire Department) requires RCTC to clear defensible spaces during construction, RCTC's Resident Engineer, the design/build contractor, and the design/build contractor's Designated Qualified Biologist will coordinate with the USFWS prior to this clearing effort. In the event there are resources in the areas identified for defensible clearing, RCTC's Resident Engineer and the Designated Qualified Biologist will coordinate with any applicable permitting agencies regarding possible effects to those resources prior to approving the defensible clearing of any areas by the contractor.

During all Red Flag Warning periods as issued by the National Weather Service, the design/build contractor will not be allowed to operate mechanized equipment or equipment that could throw off sparks or potentially start fires in any areas of natural open space in CHSP or other areas.

Measure AS-8, which is also provided in Section 3.20, will protect small animals in the vicinity of Coal Canyon and CHSP.

AS-8 RCTC's Resident Engineer will require the design/build contractor to install and maintain silt fence barriers at all staging or construction areas at Coal Canyon and areas within CHSP to prevent small animals from entering those areas.

Other measures provided elsewhere in Chapter 3 would also benefit CHSP, other parks, and other land uses, including:

- Measures for the project's visual impacts on CHSP:
 - **Measure V-1:** Structural enhancements and design measures from the 215/91 Corridor Master Plan
 - **Measure V-2:** Replacement planting
 - **Measure V-3:** Design of lighting to restrict lighting to within the highway right-of-way
 - **Measure V-4:** Graffiti control and removal

Refer to Section 3.7, Visual/Aesthetics, for the complete language of Measures V-1 to V-4.

- Measures for short-term air quality during construction:
 - **Measures SC-1 and SC-2:** Construction Emissions Mitigation Plan.
 - **Measures SC-4 and SC-5:** Appropriate removal and disposal of asbestos-containing materials (ACMs).

Refer to Section 3.14, Air Quality, for the complete language of these measures.

- Measures for short-term noise during construction:
 - **Measure N-2:** Compliance with Caltrans Standard Specifications Section 14-08.02, "Noise Control," and Standard Special Provision (SSP) S5-310
 - **Measure N-3:** Compliance with local noise ordinances (Cities of Anaheim, Corona, Norco, and Riverside)

Refer to Section 3.15, Noise, for the complete language of Measures N-2 and N-3.

In addition to the measures listed above, there are other measures included in the SR-91 CIP Build Alternatives that will apply in areas adjacent to CHSP that will also partially serve to protect resources in CHSP. Refer to Appendix E, Environmental Commitments Record, for all the project measures, including biological resources measures that would be applicable adjacent to CHSP.

Other Commitments by RCTC Relevant to Chino Hills State Park

RCTC has committed to an additional action in the Coal Canyon area, as follows. A stand-alone project will be developed to construct barriers on the south and north sides of SR-91 to shield headlight glare and freeway noise. The required barriers are

estimated to be approximately 1,500 ft and 1,300 ft long on the south and north sides of SR-91 respectively. The project will follow environmental process requirements and engage subject area experts to establish the specific requirements and effectiveness of the proposed barriers to meet the project purpose as well as ensure safety and structural standards are met.

In consideration of and reliance on the needs of State Parks and other open space plans that depend on Chino Hills State Park, and subject to environmental review, RCTC commits to build this barrier in tandem with the completion of the SR-91 widening in this area currently planned for completion in 2035. RCTC intends to work with the Department and other agencies to fund and implement this project.

3.1.4.4 Measures for the Grand Boulevard Historic District

Refer to Section 3.8.4, Condition Placed on Project and Other Measures, for the condition and measures specifically included in the project to address the project effects on the Grand Boulevard Historic District.

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