

3.2 Growth

3.2.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with National Environmental Policy Act of 1969, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. CEQA Guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

3.2.2 Affected Environment

The growth impact analysis is based on the CIA (December 2010) and follows the First Cut Screening guidelines provided in Caltrans' *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (May 2006). Several data sources were used to evaluate growth trends in population, housing, and employment, including the 2000 United States Census, local General Plans, the SCAG *Regional Transportation Plan* growth forecast,¹ and the WRCOG 2005 indicators.

The regional study area for the growth impact analysis includes both Orange and Riverside Counties. The local study area specifically focuses on 18 census tracts in the cities of Anaheim, Yorba Linda, Corona, Riverside, and Norco located within the limits of the project on SR-91 and I-15 (Figure 3.4-1).

3.2.2.1 Population

The project is located in and connects Orange and Riverside Counties. Riverside County has experienced rapid population and housing growth in the last few decades

¹ <http://www.scag.ca.gov/resources/profiles.htm> and http://www.scag.ca.gov/forecast/downloads/excel/RTP07_CityLevel.xls

and is projected to continue to grow over the next 20 years. Population growth in Orange County is projected to occur at a lower rate. SCAG projects that between 2010 and 2030, the population of Riverside County will grow approximately 45 percent and the population of Orange County will grow approximately 9 percent. This is a slower population growth rate than has occurred over the past few decades. Between 1980 and 1990, the population of Riverside County grew by 77 percent, while Orange County grew by 25 percent. Figure 3.2-1 illustrates the population growth patterns from 1970 to 2030 for Orange and Riverside Counties. Figure 3.2-2 illustrates the population growth patterns in the cities of Anaheim, Corona, Norco, Riverside and Yorba Linda from 1970 to 2030.

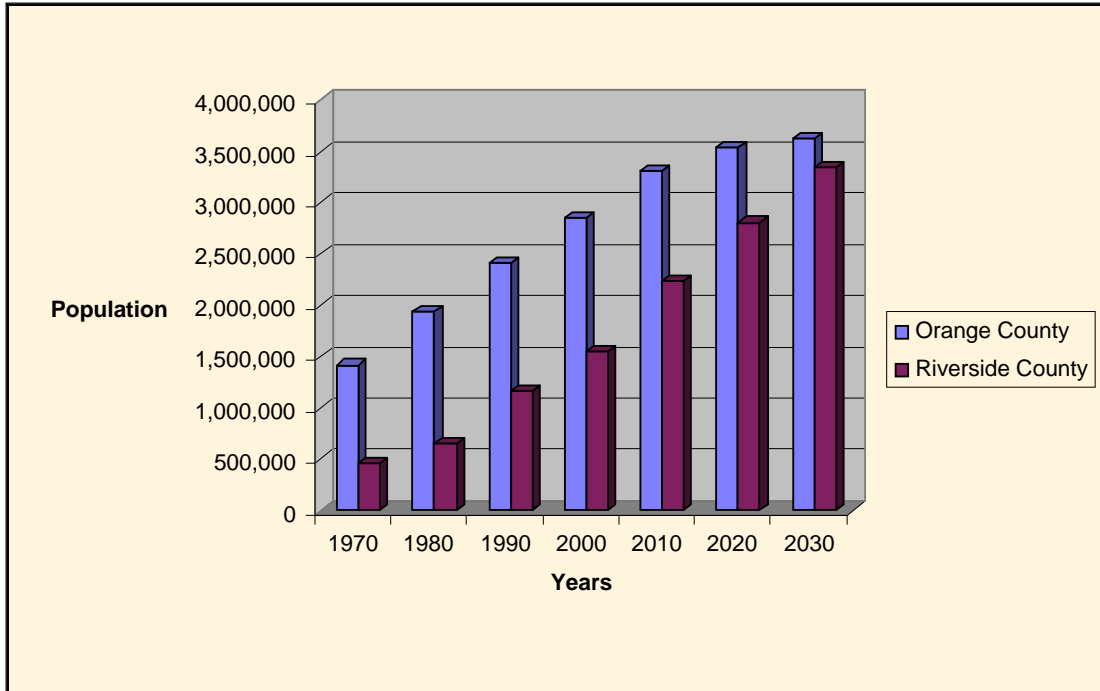
Historically, a lack of transportation system capacity and accessibility have not been major constraints to development in the local and regional study areas defined earlier in this section, as evidenced by extensive growth and development that has occurred in the project study area in advance of, or even absent, planned transportation improvements.

Orange County

The population of Orange County in 2007 was 3,098,121 persons, making it the third largest county in California and the fifth largest county in the nation based on population. The rate of population growth in Orange County has slowed considerably in the past decade. Between 1990 and 2000, the average annual increase in population in Orange County was 1.8 percent, compared to 1.5 percent annually between 2000 and 2005 and 0.9 percent annually between 2006 and 2007. The County's population is projected by SCAG to continue to increase but at an increasingly slower rate, reaching over 3.5 million people by 2030.

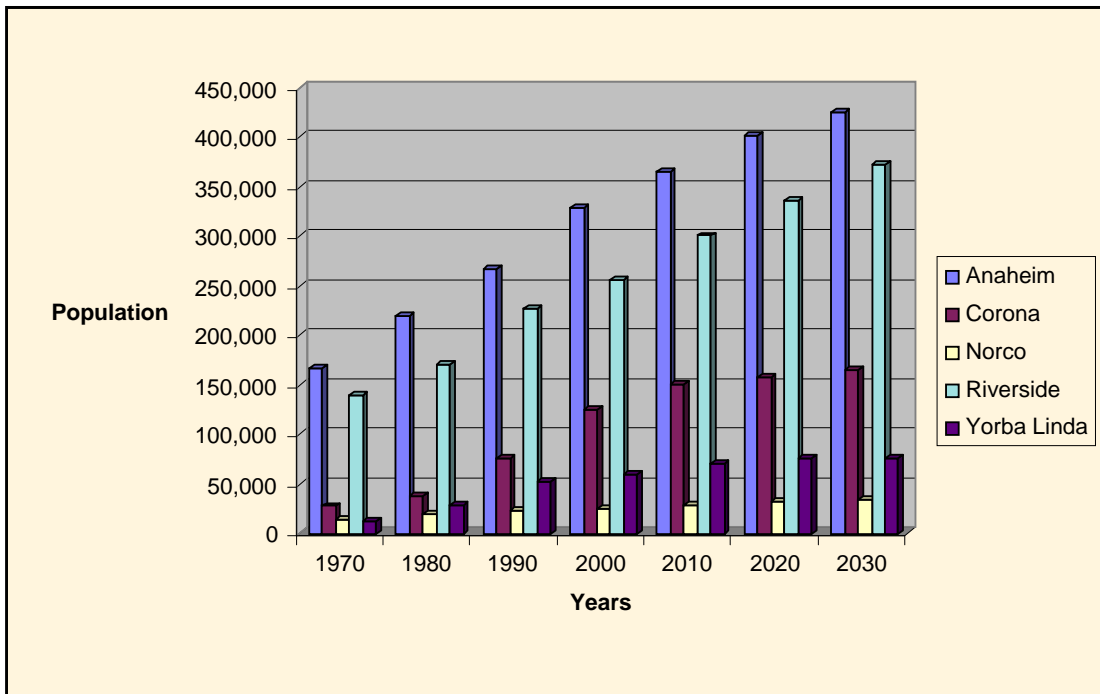
Riverside County

Riverside County is the fifth most populated county in California and the fifteenth most populated in the nation. The project segments of SR-91 and I-15 are in a subregion of the County referred to as western Riverside County, which includes the incorporated cities of Corona, Perris, San Jacinto, Riverside, Moreno Valley, and Hemet, as well as unincorporated areas around those cities. According to WRCOG 2005 indicators, the population in western Riverside County increased by 30 percent between 1990 and 2000, reaching a total of 1,131,981 persons. The total population in Riverside County is expected to continue to increase to more than 2.4 million residents by 2030.



Source: *Community Impact Assessment* (December 2010).

Figure 3.2-1 County Population Growth Patterns – 1970 to 2030



Source: *Community Impact Assessment* (December 2010).

Figure 3.2-2 City Population Growth Patterns – 1970 to 2030

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Along with fast urbanization, increasing housing prices, and less vacant land in Los Angeles and Orange Counties, over the past decade many people moved from the surrounding counties to Riverside County for lower housing costs and a suburban lifestyle. The residential real estate market boomed in Riverside County until the beginning of the economic recession in 2007. The recent trends in residential real estate as well as impacts on many employment sectors have slowed the rate of population growth in Riverside County in the last few years. Nonetheless, the SCAG long-range projections still forecast a 3.4 percent average annual growth rate for Riverside County through 2030.

City of Anaheim (Orange County)

According to the 2000 United States Census, the population of Anaheim increased by 23 percent between 1990 and 2000. In 2000, the population of Anaheim was 328,014 persons, which accounted for 12 percent of the total population in Orange County.

According to the Anaheim General Plan Land Use Element (May 2004), the western and central parts of Anaheim are relatively built out and are characterized by a mix of suburban and urban development. The eastern part of Anaheim extends generally along the Santa Ana River to the Riverside County line and is classified in the Land Use Element as a developing area. According to the SCAG long-range projections, the total population in Anaheim is expected to increase by approximately 30 percent, to more than 425,000 residents, between 2000 and 2030.

City of Yorba Linda (Orange County)

The population of Yorba Linda increased dramatically between 1980 and 1990 (86 percent), from 28,251 to 42,422 persons, exceeding the growth rates in many of the other cities in north Orange County and the County of Orange overall. During the same period, the population of Orange County increased by 25 percent. The total population in the City of Yorba Linda as reported in the 2000 United States Census was 58,918 persons. The main factor limiting additional population growth in Yorba Linda is the relatively small amount of available land for residential development. Nonetheless, according to the SCAG long-range projections, the total population in Yorba Linda is expected to continue to increase, to more than 76,000 residents by 2030. Given that Yorba Linda is relatively built-out, future housing growth will primarily be accommodated on the City's periphery.

City of Corona (Riverside County)

According to the 1990 and 2000 United States Censuses, between 1990 and 2000 the population of Corona increased over 64 percent, from 76,095 to 124,966 persons, which made it the fastest growing city in the region over that time period. This increase was more than twice the percentage increase for Riverside County (32 percent) for the same period. This growth was largely due to Corona's accessibility from adjoining counties and affordable housing relative to other areas in southern California. By 2030, the population of Corona is projected to increase over 37 percent, to over 170,000 people.

City of Riverside (Riverside County)

According to the 2000 United States Census, the City of Riverside had over 255,000 residents in 2000. SCAG projects that the population of the City of Riverside will increase 44 percent by 2030, to more than 372,000 residents. Much of this growth is anticipated to be a result of increased jobs in the region and a continued influx of people to the region from coastal counties.

City of Norco (Riverside County)

The population of the City of Norco was 23,302 persons in 1990 and 24,157 persons in 2000. According to the WRCOG growth forecast data¹, since 2000 the population in the City has continued to grow, gaining slightly more than 3,000 persons, but this is the lowest rate of growth (13 percent) in western Riverside County. The WRCOG projects that Norco will have one of the slowest growth rates in the region, increasing by only 25 percent by 2035. Based on the Norco General Plan Land Use Map (updated May 25, 2012), the City is nearing build out in its residentially zoned areas and has a limited supply of available commercial- and industrial-zoned land. Most of the land potentially available for development consists of infill properties in commercial and residential areas. There are no planned substantial changes in land uses in the City in the foreseeable future. Additionally, the City's sphere of influence does not include much land beyond the existing City limits.

3.2.2.2 Employment and Economic Conditions

According to the United States Census Bureau, there were 650,000 jobs in Riverside County and 1.4 million jobs in Orange County in 2000. Based on estimates in the 2010 SCAG RTP Growth Forecast, jobs in 2035 are expected to increase in Riverside

¹ <http://www.wrcog.cog.ca.us>.

County by 116 percent to 1.4 million jobs and in Orange County by 40 percent to 1.98 million jobs.

Table 3.2.1 provides employment growth patterns from 2000 to 2035 for Orange and Riverside Counties and the cities of Yorba Linda, Anaheim, Corona, Riverside, and Norco. According to the 2035 employment estimates from the 2010 SCAG RTP, the number of jobs in the cities of Norco and Riverside will increase by more than 100 percent from 2000 to 2035, similar to the increase in Riverside County as a whole. The projected increase of 47 percent in employment for the City of Anaheim is similar to the projections for the increase in Orange County as a whole.

Table 3.2.1 Jobs Growth from 2000 to 2035

Jurisdiction	Number of Jobs in 2000	Number of Jobs in 2035	Percent Change in Jobs from 2000 to 2035
Orange County	1,411,901	1,981,902	40
Riverside County	654,387	1,413,512	116
City of Yorba Linda	15,917 ¹	17,788	12
City of Anaheim	152,422	224,138	47
City of Corona	60,680	105,046	73
City of Riverside	116,137	281,264	142
City of Norco	9,836	19,998	103

Sources: United States Census 2000 and SCAG 2010 RTP Growth Forecast.

Note: Employment numbers are workers aged 16 and over.

¹ The Yorba Linda year 2000 jobs are extrapolated from an average of 2.4 percent, as indicated in the SCAG 2010 RTP for 2003 and 2005.

RTP = Regional Transportation Plan

SCAG = Southern California Association of Governments

3.2.2.3 Housing

According to the 2000 United States Census and the 2010 SCAG RTP, the total number of households in the Counties of Orange and Riverside and the cities of Yorba Linda, Anaheim, Corona, Riverside, and Norco are expected to increase substantially by 2030 as shown in Table 3.2.2. The greatest increase by 2035 is projected to occur in Riverside County, where households are estimated to increase by 134 percent to 1.18 million, exceeding the projected number of households in Orange County in 2035 by nearly 65,000 households.

3.2.2.4 Travel Patterns and Goods Movement

SCAG reports that people are moving farther away from established urban areas partly because of housing costs. This creates an incremental demand for travel; however, the capacity and extent of the road system in the SCAG region has not kept pace with population and transportation demands. California's population and total

Table 3.2.2 Household Growth from 2000 to 2035

Jurisdiction	Number of Households in 2000	Number of Households in 2035	Percent Change in Households from 2000 to 2035
Orange County	935,287	1,118,493	20
Riverside County	506,218	1,183,099	134
City of Yorba Linda	19,252	23,924	24
City of Anaheim	96,969	123,629	27
City of Corona	37,839	49,456	31
City of Riverside	82,005	126,972	55
City of Norco	6,136	9,257	51

Sources: United States Census 2000 and SCAG 2010 RTP Growth Forecast.
RTP = Regional Transportation Plan
SCAG = Southern California Association of Governments

VMT have more than doubled since 1970. However, expenditures on California’s transportation infrastructure have decreased substantially since the 1970s, and the supply of roads has not matched the demand resulting from the growth that has occurred over the last four decades.

Table 3.2.3 illustrates travel patterns for the study area cities and counties. The 2000 United States Census shows that an average of 45 percent of the employed residents in the study area cities in Riverside County (Corona, Riverside, and Norco) work outside that county. In Orange County, 83 percent of residents work in that county while 17 percent work outside that county. Only 2 percent of the employed population of Anaheim works outside Orange County, while 22 percent of the employed population of Yorba Linda works outside that county. In all five cities, the majority of the employed population works outside their cities of residence.

Table 3.2.3 Travel Patterns

Place of Work	Number and Percent of Employed Persons by Jurisdiction						
	Orange County	Riverside County	Yorba Linda	Anaheim	Corona	Riverside	Norco
Work in County of Residence	1,090,703 (83%)	417,137 (71%)	22,806 (77%)	115,309 (46%)	25,906 (46%)	71,886 (69%)	4,628 (51%)
Work Outside County of Residence	217,100 (17%)	169,991 (29%)	6,746 (22%)	23,516 (2%)	30,133 (54%)	32,005 (31%)	4,429 (49%)
Work within City of Residence	292,852 (23%)	155,136 (26%)	4,801 (16%)	41,005 (29%)	15,503 (28%)	48,375 (46%)	1,529 (17%)
Work Outside City of Residence	996,907 (76%)	359,575 (61%)	24,942 (84%)	98,338 (72%)	40,706 (72%)	55,951 (34%)	7,583 (83%)
Mean Travel Time to Work (minutes)	27.2	31.2	30.4	28.1	35.3	28.7	34.4

Source: United States Census (2000).

Note: Data is based on workers age 16 and over (Census Summary File 3 [SF-3], Tables P26 and P27); therefore, percentages may not add up to 100 as not all members of the population are employed.

As shown in Table 3.2.3, the mean travel times for work trips in the study area cities and counties range from approximately 27 to 35 minutes. According to the *Final Traffic Study Report* (January 2010) prepared for the project, by 2035, without the project, ADT volumes are anticipated to increase between 7 and 21 percent on various segments of SR-91, which would be expected to result in increased travel times in and through the project study area.

The southern California goods movement system is the fastest-growing segment of the region's transportation sector. The container volume at the Ports of Los Angeles and Long Beach has increased almost 60 percent since 2000 and is expected to triple by 2030. According to SCAG, more than 75 percent of the containers processed by the Ports of Los Angeles and Long Beach between 2006 and 2007 involved at least one truck trip in the region to a rail intermodal facility, a warehouse, or a transload facility. These trucks contribute to the existing road congestion in the region and will contribute to future congestion because the number of trucks is projected to increase substantially. SCAG also projects that the number of freight trains in the region will double by 2025, and the transportation of goods by air will also increase, which will lead to an increase in truck trips as freight is transported to other transportation facilities.

3.2.2.5 Adopted Regional and Local Plans

Adopted regional and local plans that include growth management and transportation goals and policies are described by jurisdiction in Section 3.1, Land Use, which also provides additional information on existing land and planned land uses in Orange and Riverside Counties and the five cities in the project study area.

3.2.3 Environmental Consequences

3.2.3.1 Summary of Impacts

Alternatives 1 and 2 would not result in project-related growth impacts.

3.2.3.2 Summary of Impacts of Alternative 2f

Alternative 2f has been identified as the Preferred Alternative. As discussed below in Section 3.2.3.3, Impacts of Alternatives 1 and 2, the Initial Phase and Ultimate Project under Alternative 2f would not result in project-related growth impacts.

3.2.3.3 Impacts of Alternatives 1 and 2

Because potential growth-related effects represent permanent impacts of a project, there is no discussion of temporary impacts related to growth in this section.

The “first cut screening” analysis focuses on addressing the following four questions:

How, if at all, does the project potentially change accessibility?

The Build Alternatives would improve the vehicle, person, and goods movement travel times on SR-91 and I-15 to more effectively serve existing and future travel demand between and within Orange and Riverside Counties. The Build Alternatives also propose improvements to intersecting local roads (interchange improvements and ramp modifications) along SR-91 and I-15 to more effectively serve existing and forecast intra-regional travel demand and to reduce the diversion of regional traffic from the freeways into the surrounding communities.

Alternative 2 proposes to extend the existing express lanes in Orange County east from the Orange County/Riverside County line to McKinley Street in Riverside. The existing HOV lanes would be converted to tolled express lanes and one additional tolled express lane in each direction would be constructed to I-15. Express lane direct connectors between I-15 and SR-91 would provide access from northbound I-15 to westbound SR-91 and from eastbound SR-91 to southbound I-15 extending to and from Cajalco Road. Additionally, the project includes express lane direct connectors from eastbound SR-91 to northbound I-15 and from southbound I-15 to westbound SR-91, extending north on I-15 to the Hidden Valley Parkway interchange. The direct connectors would allow express lane drivers to travel from the express lanes on one corridor into the express lanes on another corridor without having to merge through the general-purpose lanes.

As noted above, the Build Alternatives would result in improvements to the operational performance of SR-91 and I-15. However, the Build Alternatives would not add new interchanges with local roads or other freeways on either SR-91 or I-15. As a result, although the operations on SR-91 and I-15 would be improved, this would not result in a substantial change in accessibility to/from these corridors for the following reasons:

- No new interchanges between local roads and SR-91 and I-15 will be provided by the Build Alternatives.
- The Build Alternatives will modify local street access to/from interchanges with SR-91 and I-15 in the immediate vicinity of the interchanges but will not provide capacity or other accessibility-enhancing improvements farther away from the interchanges.

- Although the Build Alternatives include freeway-to-freeway ramps for the HOV and express tolled lanes that would improve operations and travel times on those facilities, those ramps would not provide new access between those freeways because traffic can currently travel from freeway to freeway in the general-purpose travel lanes.
- The Build Alternatives do not provide interchanges at or access to other freeway facilities not already accessible to/from SR-91 and I-15.

In summary, although the Build Alternatives would improve the operations on SR-91 and I-15 and would improve accessibility to and/or from existing interchanges in the SR-91 CIP study area, the project improvements would not add new access to and/or from SR-91 and I-15 that would result in growth pressures in areas where such access does not presently exist.

How, if at all, do the project type, project location, and growth pressure potentially influence growth?

The SR-91 CIP responds to existing and forecast traffic congestion resulting from prior restrictions to any improvements on SR-91 east of the Orange County toll road and traffic congestion due to local and regional growth that has already occurred in western Riverside County. This area is projected to continue to experience growth in population and jobs even in jurisdictions relatively constrained by limited land available for development. The project area includes highly urbanized areas (City of Corona, the part of Riverside County within the project limits) with little remaining development capacity. Improvements to SR-91 and opportunities for new residential and nonresidential development are also constrained on the south by the CNF and New OC Park (NNL), and on the north by CHSP, the Santa Ana River, and Featherly Regional Park.

The SR-91 CIP proposes improvements on existing transportation facilities. The SR-91 CIP will not provide new freeways or other new roads around SR-91 and I-15. In addition, as noted above, although this project will improve operations on SR-91 and I-15, it will not substantially modify overall local, intra regional, or inter regional accessibility to and/or from SR-91 and I-15. As a result, the type of project and the facility improvements proposed by the SR-91 CIP would not in themselves provide improved accessibility that could result in pressure for additional growth in the area.

SR-91 is the only major freeway corridor connecting Riverside and Orange Counties. As discussed in Section 3.1.2.2, Environmental Consequences, 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 from nontransportation to transportation designations. The General Plan land uses affected by the Build Alternatives that would require redesignation in the local land use plans are shown on Figures 3.1-3 and 3.1-4 for Alternatives 1 and 2, respectively, and are summarized in Table 3.1.2. Although the SR-91 CIP would result in land designated for other uses being converted to transportation uses, that in itself would not be sufficient to result in pressure for growth in nontransportation uses in other areas in the vicinity of SR-91 and I-15. As a result, the location of the project segments of SR-91 and I-15 in areas designated in the local General Plans for transportation and nontransportation uses would not in itself be sufficient to result in pressure for additional growth in the area.

With the exception of the redesignation of land uses for areas incorporated into the transportation facilities, the Build Alternatives are not expected to result in other changes to land uses in the study area based on the type of project or the location of the improvements provided by the Build Alternatives. This is because the Build Alternatives are on existing segments of SR-91 and I-15 in areas that have experienced rapid population, housing, and employment growth over the last couple of decades largely as a result of affordable and available housing in those areas. The past and forecasted growth in western Riverside County is consistent with the adopted local jurisdictions' General Plans and with overall adopted regional and local demographic forecasts and has not been and is not expected in the future to be dependent on transportation improvements in this part of western Riverside County. In addition, western Riverside County is projected to continue to experience growth in population and jobs even in jurisdictions that are relatively constrained by limited land available for development and without being dependent on transportation improvements. Growth in the counties and cities in the SR-91 CIP area is expected to occur with or without the project, and is not dependent on transportation improvements in the SR-91 and I-15 corridors.

The improved travel times expected to be achieved as a result of Build Alternatives could have a slight increase on demand for residential and nonresidential uses in the project area or nearby cities. However, that influence is expected to be very minor when considered with other pressures for growth and development, specifically economic and market conditions in the area and developers available and interested in developing residential and/or nonresidential projects in western Riverside County.

Demand for new development is largely driven by economic and market conditions. Improved travel times on SR-91 and I-15, while expected to benefit residents and businesses in this part of western Riverside County, are not expected by themselves to result in growth pressure for new residential or nonresidential uses in the area.

The SR-91 CIP has the potential to contribute to, and possibly accelerate, the growth rate for western Riverside County. However, it would be considered negligible, as the jurisdictions within the project footprint (Cities of Corona and Norco) are relatively constrained by limited land available for development¹ compared to other parts of western Riverside County. The project area includes highly urbanized areas (City of Corona and the part of the Riverside County Temescal Canyon Area Land Use and suburban areas [City of Norco]) with little remaining development capacity.² Improvements to SR-91 and opportunities for new residential and nonresidential development are also constrained by existing publicly owned lands that are subject to future development. These lands include:

- **CHSP on the North and South Sides of SR-91:** The CHSP area is identified as: (1) natural open space (no residential or commercial development permitted) on the City of Anaheim General Plan Land Use Map (November 30, 2010); (2) open space/recreation (no residential or commercial development permitted) in the City of Yorba Linda General Plan Land Use Element (1993); and (3) open space/recreation (no residential or commercial development permitted) in the City of Corona General Plan Map Book (January 25, 2012).
- **New OC Park (NNL) on the South Side of SR-91:** The New OC Park (NNL) area is identified as Open Space Reserve (land that is to remain open space as stated on page III-19 of the Orange County General Plan Land Use Element) on the Orange County General Plan Land Use Map (September 13, 2005).
- **Cleveland National Forest South of SR-91 and West of I-15:** The Cleveland National Forest area is identified as Cleveland National Forest (land under federal ownership that constitutes a constraint to development as stated on page III-8 of the Orange County General Plan Land Use Element) on the Orange County General Plan Land Use Map (September 13, 2005).

¹ Updated Growth Forecast for WRCOG Subregion, <http://www.wrcog.cog.ca.us>.

² City of Corona General Plan, page 29, adopted March 17, 2004; Riverside County General Plan, Temescal Canyon Area Land Use Plan, 2008; and City of Norco General Plan Land Use Map, updated May 25, 2012.

- **Featherly Regional Park on the North Side of SR-91:** The Featherly Regional Park area is identified as Parks (land for active and passive recreational uses only) on the City of Anaheim General Plan Land Use Map (November 30, 2010).

In summary, the type and location of the SR-91 CIP Build Alternatives are not sufficient to result in pressure for additional growth in western Riverside County. The Build Alternatives are expected to accommodate existing, approved, and planned growth in the area but are not expected to influence the amount, timing, or location of growth in the area as a result of the type or location of the project.

Is project-related growth reasonably foreseeable (as defined by NEPA, i.e. indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote and speculative)?

As discussed above, the SR-91 CIP is not expected to influence the amount, timing, or location of growth in the project area as a result of the type or location of the project. Therefore, the SR-91 CIP Build Alternatives will not result in reasonably foreseeable project-related growth in the study area.

If there is project-related growth, how, if at all, will that impact resources of concern?

As discussed above, there are no reasonably foreseeable project-related growth impacts expected to result from the project.

Based on this “First Cut Screening” analysis, no further analysis is required.

3.2.4 Avoidance, Minimization, and/or Mitigation Measures

Consistent with the results of the “First Cut Screening” analysis, no avoidance, minimization and/or mitigation measures are required.

3.3 Farmlands/Timberlands

3.3.1 Regulatory Setting

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA; 7 USC 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as the FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and farmland of statewide or local importance.

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

3.3.2 Affected Environment

The information and analysis in this section regarding farmlands are based on the CIA. There are no timberlands in or adjacent to the study area for the project; therefore, there is no discussion of this resource in this section.

As shown on Figure 3.3-1, the study area for farmlands for the project is an approximately 1 mi wide area on each side of SR-91 and I-15 for the length of the project limits. This study area is consistent with the study area for the NRCS analysis of farmland impacts.

3.3.2.1 Designated Farmlands and Existing Agricultural Uses

Designated Farmlands

Based on information from Riverside County, Orange County, the State of California Department of Conservation, and the United States Department of Agriculture, there are five primary categories used to describe and map farmland:

- **Farmland of Local Importance:** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

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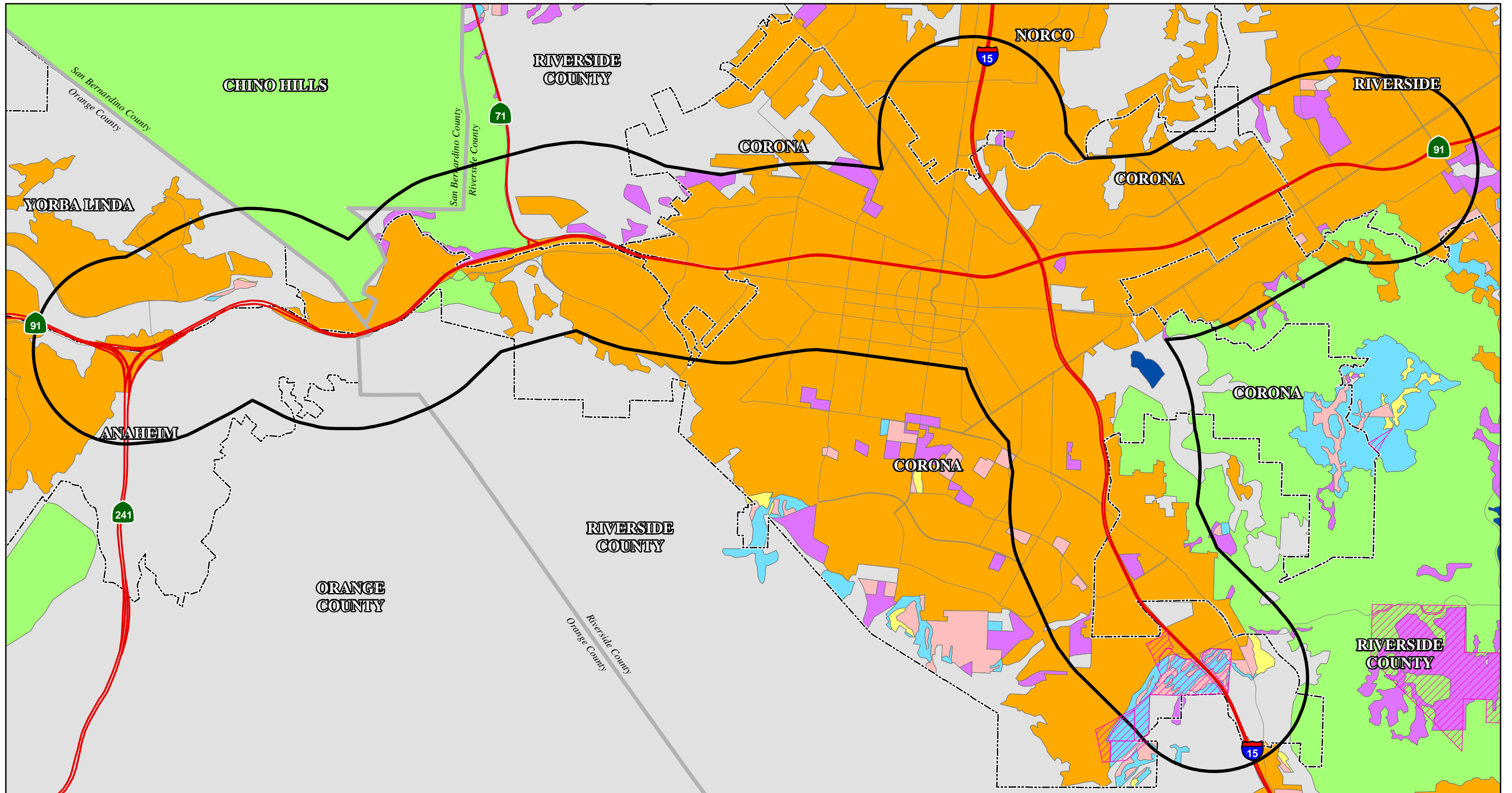
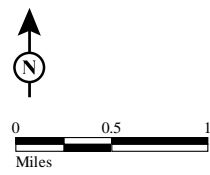


FIGURE 3.3-1

LEGEND

- | | |
|------------------------------|----------------------------------|
| Study Area | Other Land |
| Land Uses in the Study Area | |
| Farmland of Local Importance | Farmland of Statewide Importance |
| Grazing Land | Prime Farmland |
| Urban and Built Up Land | Unique Farmland |
| Water | Agriculture Preserve |



SR-91 Corridor Improvement Project
Existing Farmlands in the Study Area

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

SOURCE: California Department of Conservation Farmland Mapping and Monitoring Program (2004), Riverside County TLMA (2007), PB (2009).

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- **Farmland of Statewide Importance:** Irrigated land similar to Prime Farmland that has a good combination of physical and chemical characteristics for the production of agricultural crops. This land has minor shortcomings, such as greater slopes or less ability to store soil moisture, than Prime Farmland.
- **Grazing Land:** Land on which the existing vegetation is suited to the grazing of livestock. This category is used only in California and was developed in cooperation with the California Cattlemen's Association, the University of California Cooperative Extension, and other groups interested in the extent of grazing activities in California.
- **Prime Farmland:** Irrigated land with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high crop yields.
- **Unique Farmland:** Lesser quality soils used for production of the State's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California.

In addition to those five categories that focus on agricultural categories, the California Department of Conservation also maps land uses in the following categories:

- **Urban and Built Up Land:** Land occupied by structures with a building density of at least one unit to 1.5 ac, or approximately six structures to a 10 ac parcel.
- **Other Land:** Land that does not meet the criteria of any other land use category. Typical uses include low-density rural development, heavily forested land, mined land, or government land with restrictions on use.
- **Water:** Water areas with an extent of at least 40 ac.
- **Area Not Mapped:** Area that falls outside of the NRCS soil survey.

As shown in Table 3.3.1, lands in the study area that are mapped as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, Farmland of Local Importance, or Grazing Lands comprise nearly 3,300 ac, as designated by the State of California Department of Conservation FMMP maps. In addition, the study area includes 1,100 ac of land within agricultural preserves. The agricultural preserves are south of Cajalco Road on the east and west sides of I-15 as shown on Figure 3.3-1.

**Table 3.3.1 SR-91 CIP Study Area Farmland Acres by
Land Category and Location**

Land Mapping Category ¹	County (acres)			Total Acres Within the Study Area ²	% of Total Study Area Acres ³
	Orange	Riverside	San Bernardino		
Prime Farmland	15.9	210.8	0.0	226.1 (83.4)	0.8 (0.3)
Farmland of Statewide Importance	2.1	36.0	0.0	38.1 (0)	0.1 (0.0)
Unique Farmland	3.4	206.8	0.0	210.2 (147.2)	0.8 (0.5)
Farmland of Local Importance	0.0	664.1	0.0	664.1 (0)	2.4 (0.0)
Grazing Land	0.0	1,571.1	575.0	2,146.0 (0)	7.7 (0.0)
Urban and Built Up Land	1,396.0	16,483.0	23.3	17,902.3 (36.0)	63.9 (0.1)
Other Land	2,827.5	3,944.2	0.0	6,771.7 (83.4)	24.2 (0.3)
Water	0.0	44.9	0.0	44.9 (0)	0.2 (0.0)
Total Acres within the Study Area	4,244.9	23,160.8	598.3	28,003.9 (1,100.6)	--
% of Total Study Area Acres ⁴	15.2%	82.7%	2.1%	100% (100%)	100%

Source: Farmland Mapping and Monitoring Program, State of California, Department of Conservation (February 2009).

¹ There is no land in the study area in the mapping category "Area Not Mapped."

² A number in parentheses indicates the acres of agricultural land in that category that are in agricultural preserves.

³ A number in parentheses indicates the percentage of acres of agricultural land in that category that are in agricultural preserves.

⁴ Totals may not be 100% due to rounding.

Existing Agricultural Uses

Agricultural production in the study area is extremely limited due to existing and proposed urban development and to the physical limitations posed by the topography of Santa Ana Canyon. There are mapped farmlands in the study area along the eastern segment of SR-91 in Riverside County, along SR-91 in Chino Hills State Park, and along the southern segment of I-15 in the City of Corona. Table 3.3.1 summarizes the distribution of farmland and other land uses in acres, by Farmland Mapping and Monitoring Program (FMMP) land mapping category in the project study area, and by county.

Agricultural-related General Plan policies, local ordinances, and other policies related to agricultural resources are described in detail in the CIA.

3.3.2.2 Prime and Unique Farmlands

The majority of the Prime and Unique Farmlands in the study area is in the City of Corona at the southernmost segment of I-15 near the Cajalco Road interchange, as shown on Figure 3.3-1. Prime and Unique Farmlands in Corona are also the only agricultural preserve lands in the study area. The land in the agricultural preserve has an agricultural land use designation and is identified as an Agricultural Opportunity District in the City of Corona General Plan (City of Corona General Plan Land Use Figure 11). This agricultural preserve is not included in any Williamson Act contract, as described later in Section 3.3.2.5, Williamson Act Contract Lands.

The mapped Prime Farmlands and Unique Farmlands in the study area are along the western segment of SR-91 in the City of Yorba Linda in Orange County:

- Land along the Santa Ana River owned by the OCFCD;
- A small area north of SR-91 near the eastern terminus of the project; and
- Several small areas on the west wide of I-15 and north of the larger area and agricultural preserve to the south.

3.3.2.3 Farmlands of Statewide or Local Importance

There is designated Farmland of Statewide Importance east of I-15 near the southern project terminus, and there are small areas of Farmland of Local Importance throughout the study area as shown on Figure 3.3-1.

3.3.2.4 Grazing Lands

As shown on Figure 3.3-1, Grazing Land in the study area is located along the western segment of SR-91 in Riverside and San Bernardino Counties, and in the City of Corona and unincorporated Riverside County east of I-15 and south of SR-91.

3.3.2.5 Williamson Act Contract Lands

The California Land Conservation Act, better known as the Williamson Act, is a nonmandated State program administered by counties and cities to preserve agricultural lands by discouraging the premature conversion of farmland to nonfarmland uses. Although participation in the program is voluntary on the part of both landowners and local governments, tax incentives for private landowners as well as planning advantages and fiscal assistance to local governments have made it the State's premier agricultural land protection program since its enactment in 1965. The Williamson Act allows individual property owners to have their properties assessed on the basis of their agricultural production rather than at their current market values. There are no agricultural lands in the study area covered by Williamson Act contracts.

3.3.3 Environmental Consequences

3.3.3.1 Summary of Impacts

The impacts of the Initial Phases and Ultimate Projects for Alternatives 1 and 2 related to designated farmlands are the same with any design variation because the design variations are not located in or near any designated farmlands. As a result, the impacts for Alternative 2 and its design variations described in this section are the impacts for Alternative 2f, the Preferred Alternative as described below.

As described later in this section, the Initial Phases of Alternatives 1 and 2 and their design variations would result in the permanent conversion of 3.8 ac of designated Farmland of Local Importance and 2.7 ac of Grazing Land to nonagricultural uses.

The Alternative 1 Ultimate Project and its design variations would result in the permanent conversion of 1.8 ac of Farmland of Local Importance and 15.2 ac of Grazing Land to nonagricultural uses.

The Alternative 2 Ultimate Project and its design variations would result in the permanent conversion of 4.1 ac of Farmland of Local Importance and 16.6 ac of Grazing Land.

The Initial Phases and Ultimate Projects for Alternatives 1 and 2 would not result in permanent impacts related to remainder parcels and access to agricultural parcels, policies related to agricultural uses, and agricultural preserve and Williamson Act Contract lands.

The Initial Phases of Alternatives 1 and 2 and their design variations would not result in the temporary use of any designated agricultural land for TCEs or other uses during construction.

The Alternative 1 Ultimate Project and its design variations would result in the temporary use of 3.4 ac of Grazing Land for TCEs.

The Alternative 2 Ultimate Project and its design variations would result in the temporary use of 0.1 ac of Farmland of Local Importance and 3.5 ac of Grazing Land for TCEs.

Construction of the Build Alternatives could result in short-term air quality impacts on adjacent agricultural uses or noise impacts on grazing animals.

Summary of Impacts of Alternative 2f

The Initial Phase of Alternative 2f would result in the permanent conversion of 3.8 ac of designated Farmland of Local Importance and 2.7 ac of Grazing Land to nonagricultural uses. The Ultimate Project under Alternative 2f would permanently convert a total of 4.1 ac of designated Farmland of Local Importance and a total of 16.6 ac of Grazing Land to nonagricultural uses.

The Ultimate Project under Alternative 2f would also result in the temporary use of 0.1 ac of designated Farmland of Local Importance and 3.5 ac of Grazing Land for TCEs.

3.3.3.2 Permanent Impacts

Alternatives 1 and 2

Conversion of Designated Farmland

The amounts of designated farmlands that would be permanently converted to transportation uses by the Initial Phases and Ultimate Projects for Alternatives 1 and 2 are shown on Figures 3.3-2 through 3.3-4 and are summarized in Table 3.3.2. As shown in Table 3.3.2, the Initial Phases and Ultimate Projects for Alternatives 1 and 2 would not result in the permanent conversion of any designated Prime Farmland, Farmland of Statewide Importance, or Unique Farmland.

Table 3.3.2 Permanent Impacts to Designated Farmlands (acres)

Alternative and Design Variations	Designated Farmlands						Impacts to Other Land Uses ¹
	Prime Farmland	Farmland of Statewide Importance	Unique Farmland	Farmland of Local Importance	Grazing Land	Total	
Initial Phases of the Alt. 1 and 2 Projects	0.0	0.0	0.0	3.8	2.7	6.5	71.6
Alternative 1 Ultimate Project ²							
Design Variation 1a	0.0	0.0	0.0	1.8	15.2	17.0	192.4
Design Variation 1b	0.0	0.0	0.0	1.8	15.2	17.0	199.8
Design Variation 1c	0.0	0.0	0.0	1.8	15.2	17.0	191.0
Design Variation 1d	0.0	0.0	0.0	1.8	15.2	17.0	198.4
Alternative 2 Ultimate Project ²							
Design Variation 2a	0.0	0.0	0.0	4.1	16.6	20.7	298.0
Design Variation 2b	0.0	0.0	0.0	4.1	16.6	20.7	297.6
Design Variation 2c	0.0	0.0	0.0	4.1	16.6	20.7	333.6
Design Variation 2d	0.0	0.0	0.0	4.1	16.6	20.7	333.2
Design Variation 2e	0.0	0.0	0.0	4.1	16.6	20.7	293.2
Design Variation 2f	0.0	0.0	0.0	4.1	16.6	20.7	292.7
Design Variation 2g	0.0	0.0	0.0	4.1	16.6	20.7	332.6
Design Variation 2h	0.0	0.0	0.0	4.1	16.6	20.7	332.6

Source: *Community Impact Assessment* (December 2010).

¹ Other land uses are Urban and Built Up Land, Other Land, and Water.

² These impacts are in addition to the impacts that would occur in the Initial Phase of this Alternative.

Impacts to Farmlands of Local Importance would occur in the Initial Phases and Ultimate Projects under each of the Build Alternatives, as shown in Table 3.3.2. This conversion of farmland would occur on the farmlands on the north side of SR-91 in the western part of Riverside County and on lands south of SR-91 and east of I-15.

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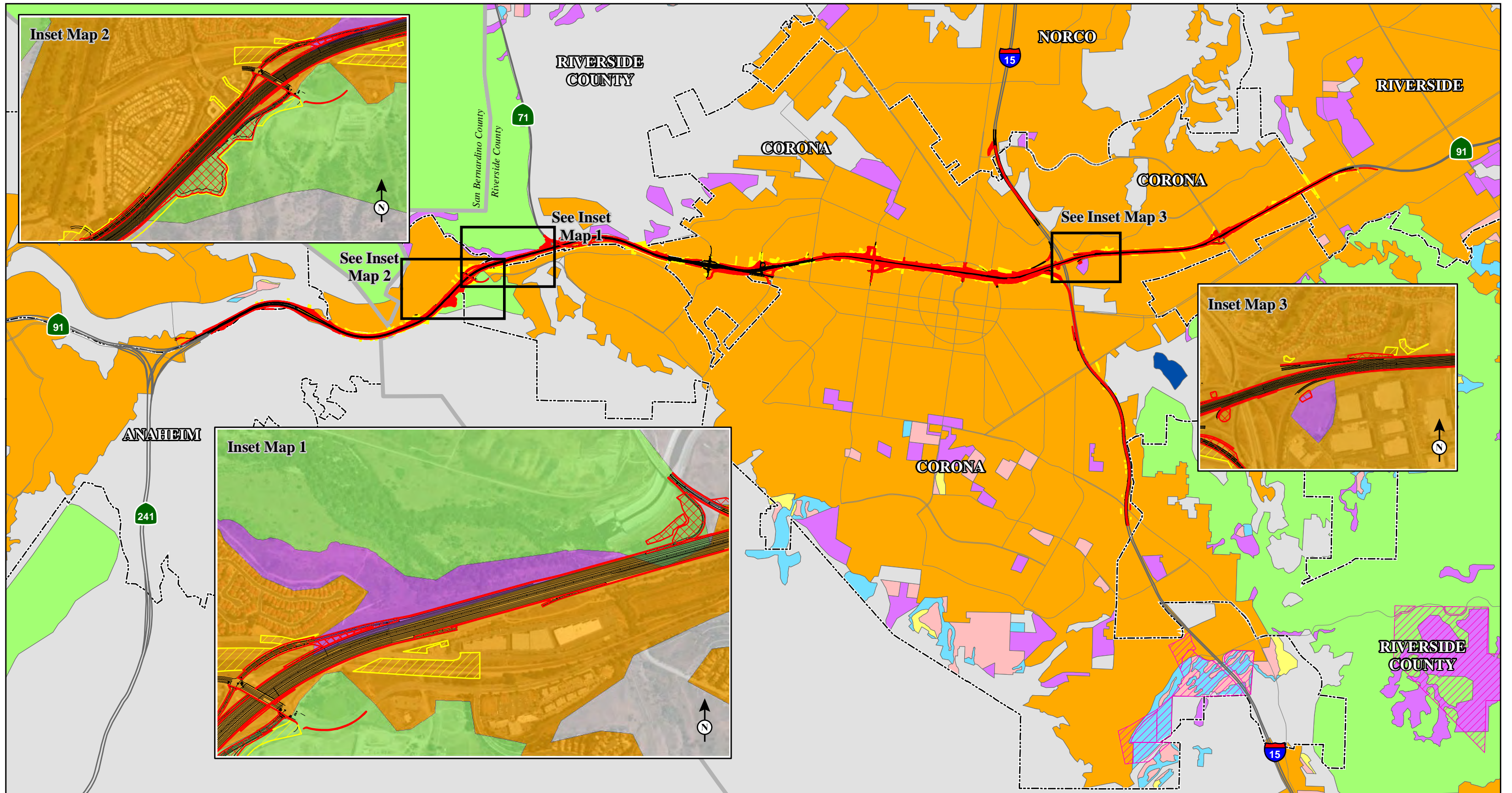
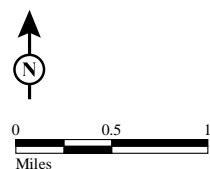


FIGURE 3.3-2

SR-91 Corridor Improvement Project
Farlands Impacted by the Alternative 1 Ultimate Project

LEGEND

- | | | | |
|--|--|----------------------------------|----------------------|
| — Alternative 1 Ultimate Project Right-of-Way Limits | Land Uses in the Alternative 1 Right-of-Way Limits | Prime Farmland | Agriculture Preserve |
| Alternative 1 Ultimate Project Impacts | Urban and Built Up Land | Farmland of Statewide Importance | |
| Permanent Impacts | Grazing Land | Unique Farmland | |
| Temporary Impacts | Farmland of Local Importance | Other Land | |
| | | Water | |



SOURCE: California Department of Conservation Farmland Mapping and Monitoring Program (2004), Riverside County TLMA (2007), PB (2010).
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12-Ora-91-R14.43/R18.91
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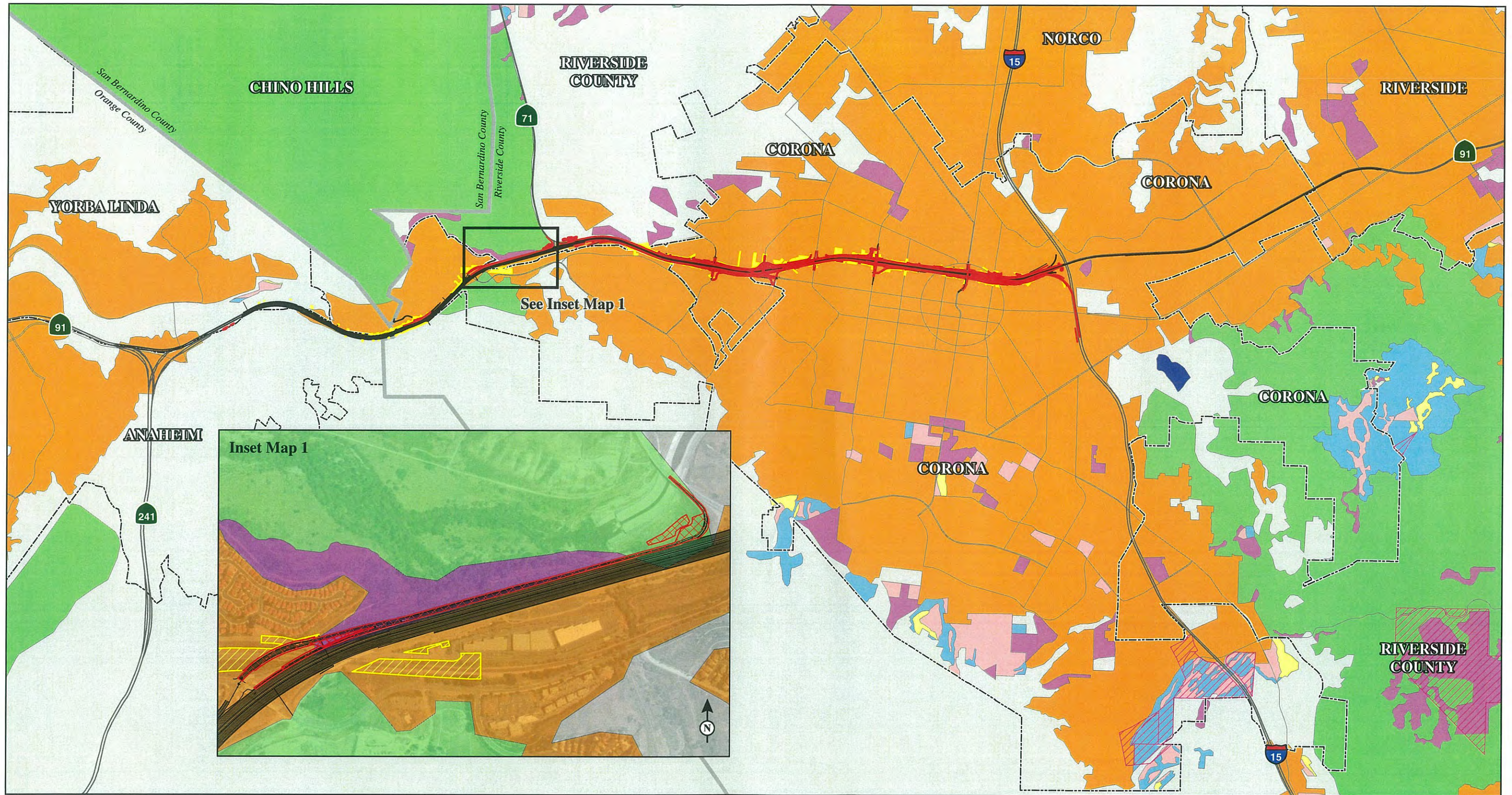
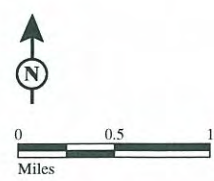


FIGURE 3.3-3

SR-91 Corridor Improvement Project
 Farlands Impacted by the
 Initial Phase of Alternative 2

LEGEND

- | | | | |
|---|--|----------------------------------|----------------------|
| — Alternative 2 Initial Phase Right-of-Way Limits | Land Uses in the Alternative 2 Initial Phase Right-of-Way Limits | Prime Farmland | Agriculture Preserve |
| Alternative 2 Initial Phase Impacts | Urban and Built Up Land | Farmland of Statewide Importance | Unique Farmland |
| Permanent Impacts | Grazing Land | Other Land | Water |
| Temporary Impacts | Farmland of Local Importance | | |



SOURCE: California Department of Conservation Farmland Mapping and Monitoring Program (2004), Riverside County TLMA (2007), PB (2010).
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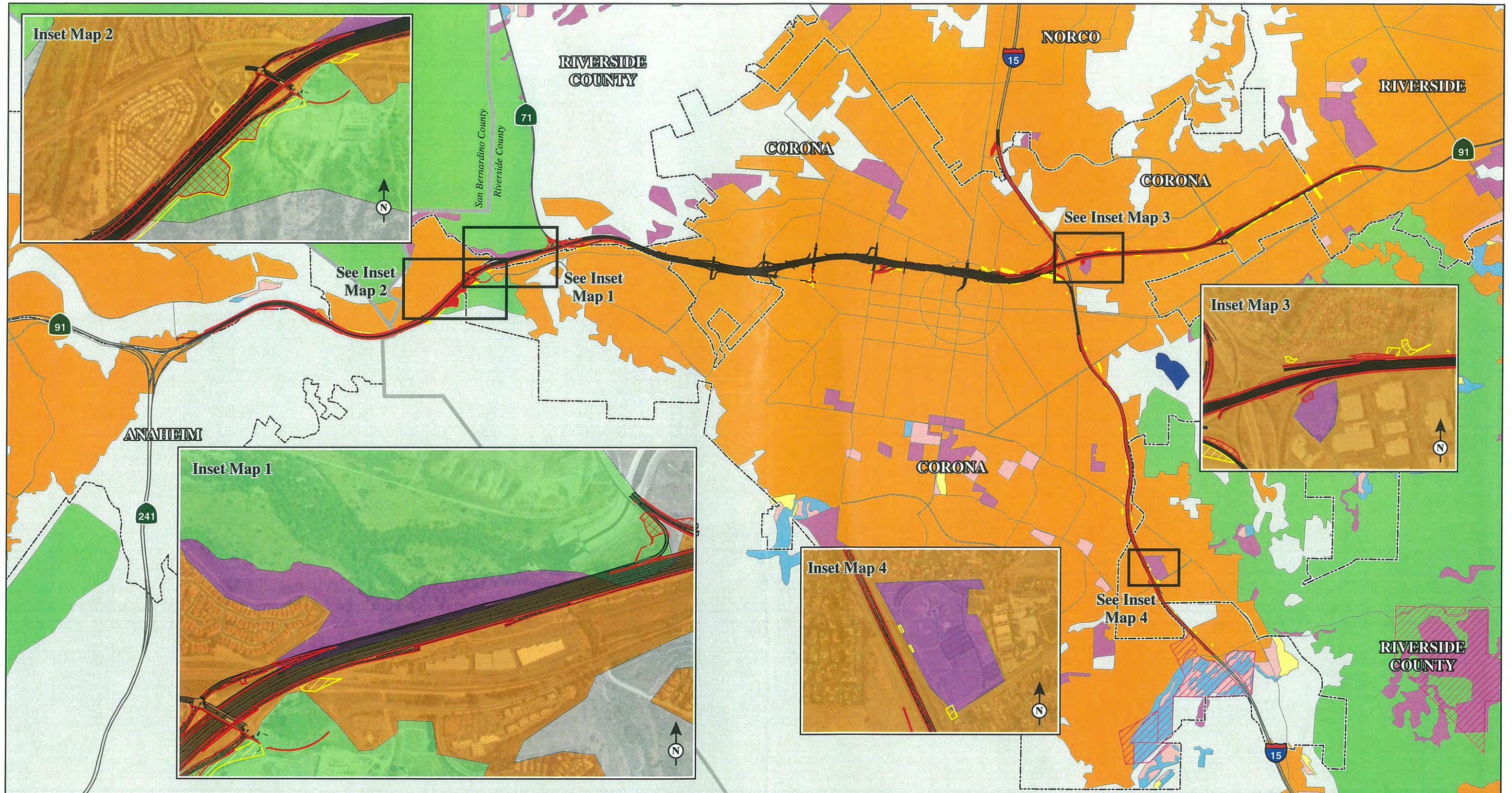


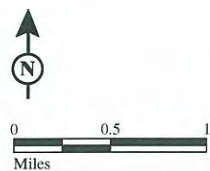
FIGURE 3.3-4

SR-91 Corridor Improvement Project
 Farlands Impacted by the
 Alternative 2 Ultimate Project

LEGEND

- | | | | |
|--|--|----------------------------------|----------------------|
| — Alternative 2 Ultimate Project Right-of-Way Limits | Land Uses in the Alternative 2 Right-of-Way Limits | Prime Farmland | Agriculture Preserve |
| Alternative 2 Ultimate Project Impacts | Urban and Built Up Land | Farmland of Statewide Importance | |
| Permanent Impacts * | Grazing Land | Unique Farmland | |
| Temporary Impacts * | Farmland of Local Importance | Other Land | |
| | | Water | |

* These impacts are in addition to the impacts for the Initial Phase



SOURCE: California Department of Conservation Farmland Mapping and Monitoring Program (2004), Riverside County TLMA (2007), PB (2010).
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The greatest loss of designated farmland under the Build Alternatives would be the permanent conversion of Grazing Land along the western project segment in Riverside County, west of SR-71, as shown in Table 3.3.2. The permanent impacts to designated farmlands would result in conversion of approximately 0.3 to 0.8 percent of the farmlands in the project study area and only very small percentages of the total farmlands in Orange and Riverside Counties and the State.

North of SR-91 and West of SR-71

As shown in Inset Map 1 on Figures 3.3-2 through 3.3-4, there is designated Farmland of Local Importance and Grazing Land on the north side of SR-91. That land is currently not used for any agricultural or grazing purposes. The designated Farmland of Local Importance and the Grazing Land in this area is bounded by SR-71 to the east; urban and built-up land to the west and north; additional Farmland of Local Importance, Grazing Land, and CHSP to the north; and SR-91 to the south. Much of the Grazing Land to the north is in CHSP and is not currently used for any grazing or agricultural activities. The remainder of the land is also predominantly vacant and includes rights-of-way for SR-91, Corps facilities, and CHSP. Access to these areas is limited to the Department, the Corps, and CHSP.

The designated farmlands on the north side of SR-91 that would be permanently acquired and incorporated in the transportation facilities under Alternatives 1 and 2 are currently vacant and not used for any agricultural purposes. The area that would be used by Alternatives 1 and 2 is on the edge of the designated Farmland of Local Importance and Grazing Land, and would not bisect that area. As shown in Inset Map 1 on Figures 3.3-2 through 3.3-4, the parcel of Farmland of Local Importance is one large continuous parcel that would be sufficient to support agricultural operations in the future should State Parks choose to allow that type of land use in that part of CHSP. Therefore, Alternatives 1 and 2 would not result in unusable remainder parcels of designated agricultural land. The existing access to this area of Farmland of Local Importance and Grazing Land is restricted to the Department, CHSP, and the Corps. That access would not be affected by the use of designated farmlands adjacent to SR-91 in that area. Therefore, Alternatives 1 and 2 would not result in the removal of any active existing agricultural or grazing activities, bisect any designated farmlands, result in unusable remainder parcels of designated farmland, or in restrictions to access to designated farmlands not affected by the Build Alternatives in the areas on the north side of SR-91 and west of SR-71.

South of SR-91 and West of SR-71

As shown in Inset Map 2 on Figures 3.3-2 through 3.3-4, there is designated Grazing Land on the south side of SR-91, west of the SR-71 interchange. That land is vacant and is not currently used for any agricultural or grazing purposes. Access to the area is provided via Fresno Road and private unpaved roads in the areas designated as Grazing Land.

The designated farmlands on the south side of SR-91 that would be permanently acquired and incorporated in the transportation facilities under Alternatives 1 and 2 are currently vacant and not used for any agricultural purposes. The area that would be used by Alternatives 1 and 2 is on the edge of the designated Grazing Land and would not bisect those areas. Because relatively small amounts of land would be acquired in these areas, the remaining areas would be sufficient to support agricultural operations in the future and, therefore, Alternatives 1 and 2 would not result in unusable remainder parcels. The access to Grazing Land via Fresno Road and the unpaved roads in the Grazing Land area would not be affected because they are south of the designated farmlands adjacent to SR-91 that would be used in those areas. Therefore, Alternatives 1 and 2 would not result in the removal of any active existing agricultural or grazing activities, bisect any designated farmlands, result in unusable remainder parcels of designated farmland, or in restrictions to access to designated farmlands not affected by the Build Alternatives in the areas on the south side of SR-91 and west of SR-71.

South of SR-91 and East of I-15

As shown in Inset Map 3 on Figures 3.3-2 through 3.3-4, there is an area of designated Grazing Land on the south side of SR-91, immediately east of the I-15 interchange. This parcel is currently used for radio and other transmission towers/antennas. There are currently no grazing or agricultural activities occurring on any part of the designated Grazing Land. This area is completely surrounded by existing transportation and urban and built-up uses.

The area that would be permanently acquired and incorporated in the transportation facilities under Alternatives 1 and 2 is on the edge of the northwest side of the parcel and would not bisect the Grazing Land area or result in unusable remainder parcels. Access to the site is via Radio Road, which enters the Grazing Land area from the south. That access would not be affected by Alternatives 1 and 2. Therefore, Alternatives 1 and 2 would not result in the removal of any active existing agricultural or grazing activities, bisect any designated farmlands, result

in usable remainder parcels of designated farmland, or in restrictions to access to designated farmlands not affected by the Build Alternatives in the area on the south side of SR-91 and east of I-15.

Farmland Conversion Impact Rating Form

A project that has federal involvement and which would or may irreversibly convert farmland (directly or indirectly) to a nonagricultural use must comply with the federal FPPA. For corridor-type projects such as this project, the FPPA calls for completing Form NRCS-CPA-106. The purpose of completing the NRCS-CPA-106 form is to provide a method of assessing and quantifying potential project-related farmland impacts to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmlands to nonagricultural uses and to ensure that federal programs are administered in a manner that, to the extent practicable, will be compatible with State, local, and private programs and policies established to protect farmlands.

Form NRCS-CPA-106 uses a point-based approach to assess the relative value of agricultural lands. Completing the NRCS-CPA-106 form is an iterative process which required both the NRCS and the Department to complete specified parts of the form. For the first set of factors (i.e., the Land Evaluation Criteria), the NRCS determines whether the project limits include farmlands subject to the FPPA. If the project limits include farmland subject to the FPPA, the NRCS measures the relative value of that farmland on a numerical scale. Measuring and assigning point values to the second set of factors (i.e., the Corridor Assessment Criteria) is the responsibility of the Department. A single score is generated for a given project after the relative value of the farmland and the Corridor Assessment Criteria are scored and weighted. Final project scoring is based on a scale of 260 points, with a maximum score of 100 points for the Land Evaluation Criteria and a maximum score of 160 points for the Corridor Assessment Criteria. The total number of points is used to determine the level of impact a project could have on designated farmland. Through coordination with the NRCS, Form NRCS-CPA-106 was completed for the Build Alternatives and the No Build Alternative based on the designated agricultural lands in the study area. The completed form, dated June 18, 2010, is provided following the last page of text in this section.

Form NRCS-CPA-106 Results

Both Build Alternatives would traverse minimal amounts of land designated for agricultural uses such as grazing, citriculture, and nurseries. The final scoring for the

Build Alternatives and the No Build Alternative on Form NRCS-CPA-106 is provided in Table 3.3.3. As shown, the final score for Alternative 1 is 88, and the final score for Alternative 2 is 93. The Build Alternatives received scores of 81 in the Land Evaluation section completed by the NRCS. As shown, the Corridor Assessment scores are 7 for Alternative 1 and 12 for Alternative 2.

Table 3.3.3 Form NRCS-CPA-106 Final Scoring

Alternative	Land Evaluation Subtotal	Corridor Assessment Subtotal	Final NRCS-CPA-106 Score
Alternative 1	81	7	88
Alternative 2	81	12	93
Initial Phase of Alternative 2	81	12	93
No Build Alternative	0	0	0

Source: United States Department of Agriculture Farmland Conversion Impact Rating Form for the SR-91 CIP (June 2010; provided in Appendix A); and the California Department of Transportation (June 17, 2010). SR-91 CIP = State Route 91 Corridor Improvement Project

Pursuant to the instructions for completing Form NRCS-CPA-106, sites receiving a total score of less than 160 points shall be given a "... minimum level of consideration for protection." The Build Alternatives for the project are well below the 160-point threshold and should be given the minimum level of consideration for protection. No further analysis is required to address farmland impacts under the FPPA for Alternatives 1 and 2.

Impacts Related to Access to Agricultural Parcels

The impacts related to mapped farmlands are along edges of the parcels as discussed in Section 3.2.2.2, Permanent Impacts, above. Because none of these parcels are in active agricultural production, Alternatives 1 and 2 would not adversely affect access to agricultural uses. Following the partial acquisitions of these agricultural parcels for the SR-91 CIP, access to the remainder of the parcel would be unchanged from what exists today.

Policies Related to Agricultural Uses

As described in the CIA, Section 3.4.2, Existing Policies and Regulations, there are several local plans/policies related to agricultural uses. Applicable plans and ordinances in the project study area include the Riverside County, City of Corona, and City of Riverside General Plans, and County of Riverside Ordinances 625 (Right to Farm) and 509 (Agricultural Preserves). The plan policies and ordinances provide protection to existing agricultural areas. However, the General Plans also state that urban uses are anticipated to be developed on the existing agricultural properties. The

Build Alternatives are not anticipated to result in conflicts related to existing agricultural zoning, policies, and ordinances.

The analyses in Section 3.1, Land Use, indicate that the local General Plans designate urban and built-out, residential, open space and parks, industrial, and mixed-use (industrial, residential, and commercial) uses. Those General Plans do not identify any agricultural uses in the areas designated as Farmland of Local Importance and Grazing Land that would be affected by the Build Alternatives. As a result, it is acknowledged that those local General Plans recognize that agricultural uses will not be located in those areas in the long term because they would be replaced with the nonagricultural land uses designated in the General Plans. The minor uses of designated farmlands by Alternatives 1 and 2 in the areas shown on Figures 3.3-2 through 3.3-4 are not expected to result in new pressures to develop the remaining agricultural lands into nonagricultural uses because those lands are not currently used for agriculture, and any pressure to develop them would be expected as a result of economic and market forces, not the minor use of parts of those lands by Alternatives 1 and 2.

Agricultural Preserve and Williamson Act Contract Lands

As shown on Figures 3.3-1 through 3.3-4, there is an agricultural preserve that largely consists of Prime and Unique Farmlands south of Cajalco Road and on both the east and west sides of I-15. This agricultural preserve area would not be permanently impacted by the Build Alternatives. Because there are no Williamson Contract lands in the study area, the Build Alternatives would not result in any permanent direct or indirect impacts to Williamson Act contract lands.

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 the permanent impacts to farmlands discussed above for the Build Alternatives would not occur.

3.3.3.3 Temporary Impacts Alternatives 1 and 2

Temporary impacts to farmlands could result from existing farmland areas being used temporarily for TCEs for construction for equipment staging areas and other temporary uses. Because agricultural production in the project study area is limited and temporary impacts would occur within and adjacent to the public rights-of-way,

project construction is not anticipated to disrupt accessibility to agricultural activities in the vicinity of construction activities. The land used for TCEs would not be available for farmland activities (e.g., cultivation or grazing) during construction of the Initial Phases and Ultimate Projects for Alternatives 1 and 2 but would be available for farmland uses once project construction is complete.

As shown in Table 3.3.4, Alternatives 1 and 2 would temporarily impact farmlands. Figures 3.3-2 through 3.3-4 show existing farmlands and the areas that would be impacted by construction of Alternatives 1 and 2. Table 3.3.4 provides the acreage of farmlands (by farmland category type) that would be temporarily impacted by construction of each alternative.

Table 3.3.4 Temporary Impacts to Designated Farmlands (acres)

Alternative and Design Variations	Designated Farmlands						Impacts to Other Land Uses ¹
	Prime Farmland	Farmland of Statewide Importance	Unique Farmland	Farmland of Local Importance	Grazing Land	Total	
Initial Phases of Alternatives 1 and 2	0.0	0.0	0.0	0.0	0.0	0.0	72.9
Alternative 1 Ultimate Project ²							
Design Variation 1a	0.0	0.0	0.0	0.0	3.4	3.4	85.9
Design Variation 1b	0.0	0.0	0.0	0.0	3.4	3.4	84.5
Design Variation 1c	0.0	0.0	0.0	0.0	3.4	3.4	80.1
Design Variation 1d	0.0	0.0	0.0	0.0	3.4	3.4	78.8
Alternative 2 Ultimate Project ²							
Design Variation 2a	0.0	0.0	0.0	0.1	3.5	3.6	99.2
Design Variation 2b	0.0	0.0	0.0	0.1	3.5	3.6	116.2
Design Variation 2c	0.0	0.0	0.0	0.1	3.5	3.6	127.4
Design Variation 2d	0.0	0.0	0.0	0.1	3.5	3.6	126.8
Design Variation 2e	0.0	0.0	0.0	0.1	3.5	3.6	111.8
Design Variation 2f	0.0	0.0	0.0	0.1	3.5	3.6	110.5
Design Variation 2g	0.0	0.0	0.0	0.1	3.5	3.6	137.8
Design Variation 2h	0.0	0.0	0.0	0.1	3.5	3.6	137.4

Source: *Community Impact Assessment* (December 2010).

¹ Other land uses are Urban and Built Up Land, Other Land, and Water.

² These impacts are in addition to the impacts that would occur in the Initial Phase of this Alternative.

As shown in Table 3.3.4, Alternative 1 would result in approximately 3.4 ac of temporary impacts to Grazing Land only, and Alternative 2 would result in temporary impacts to 0.1 ac of Farmland of Local Importance and 3.5 ac of Grazing Land. The areas that would be used temporarily during construction of Alternatives 1 and 2 are shown on Figures 3.3-2 through 3.3-4. As shown, those TCEs are either directly adjacent to the existing freeway and local street rights-of-way or to areas that would be permanently acquired for the project. As a result, Alternatives 1 and 2 would not result in the temporary removal of any active existing agricultural or grazing activities, bisect any designated farmlands, result in any remainder parcels of

designated farmland, or in restrictions to access to designated farmlands not affected by the Build Alternatives in the areas on the south side of SR-91 and east of I-15.

In addition to farmland areas being used for TCEs, potential fugitive dust emissions from grading and exhaust emissions from construction equipment could have an indirect adverse impact on farmlands adjacent to the construction areas. These impacts would be minimized through implementation of the dust control measures described in Mitigation Measures AQ-1 through AQ-3 in Section 3.14, Air Quality.

Further, noise from construction equipment could startle or otherwise disturb livestock. These impacts would be minimized through implementation of Measures N-2 and N-3, provided later in Section 3.15, Noise.

No Build Alternative

The No Build Alternative would not include construction of any project improvements. Therefore, the No Build Alternative would not result in any temporary impacts to farmlands.

3.3.4 Avoidance, Minimization, and/or Mitigation Measures

As stipulated in 7 CFR 658.4(c)(2) and as described in Section 3.3.3.2, Permanent Impacts, projects receiving a total score of less than 160 on Form NRCS-CPA-106, which is provided following the last page of text in this section, need not be given further consideration for protection. The farmland conversion impact ratings for the Build Alternatives are well below 160. Further coordination with NRCS, including mitigation or development of additional alternatives, is not required.

Measure CI-3, provided in Section 3.4, Community Impacts, addresses potential impacts related to remainder parcels and access to commercial and industrial parcels. No further avoidance, minimization, or mitigation measures are required.

All right-of-way acquisition for the project, including acquisition of any lands used for agricultural purposes, will be conducted by RCTC in compliance with the Uniform Act as described in detail in Appendix D, Summary of Relocation Benefits.

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NRCS-GPA-100
(Rev. 1-01)

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		1. Date of Land Evaluation Request	1/6/09	Project #	1
2. Name of Project		3. Federal Agency involved			
SR-91 Corridor Improvement Project		CALIFORNIA DISTRICT 8			
3. Type of Project		4. County and State			
Freeway Widening		Orange County, CA and Riverside County, CA			
PART II (To be completed by NRCS)		7. Data Request Requested by Project	8. Person Completing Form		
3. Does the applicant explain plans, include photographs or local newspaper clippings? (If no, the FPA does not apply - Do not complete additional parts of this form.)		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	R. S. HEWITT		
9. Major Crops		4. Acres Impacted	10. Amount of Farmland As Defined in FPPA		
CITRUS, GRAZING, NURSERY		3.5	180 ac.		
11. Home Based Irrigation System Used		12. Data Last Systemically Reviewed by NRCS	1-22-09		
CALIF STATE INDEX		13. Date Land Systemically Reviewed by FPPA	RST		
PART III (To be completed by Federal Agency)		Alternative Corridor For Segment			
A. Total Acres To Be Converted Directly		17.0	20.7	11.2	
B. Total Acres To Be Converted Indirectly, Or To Habitat Barriers		0	0	0	0
C. Total Acres In Corridor		22.2	20.7	11.2	
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime and Irrigate Farmland		0	0	0	0
B. Total Acres Irrigated and Local Important Farmland		0	0	0	0
C. Percentage Of Farmland In County Or Local Gov. Unit To Be Converted		0	0	0	0
D. Percentage Of Farmland In County Subjected With Same Or Higher Relative Value		0	0	0	0
PART V (To be completed by NRCS) Land Evaluation, Interpretability, Criticality, Relative Value of Resources to be Reviewed or Conserved (Range of 0-100 Points)		81	81	81	81
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 800.8(c))		Maximum Points			
1. Area In Non-Prime Area	15	0	0	0	0
2. Farmland In Non-Prime Area	15	0	0	0	0
3. Farmland In Corridor Being Farmed	35	0	0	0	0
4. Protection Provided by State And Local Government	30	20	20	20	20
5. Area of Prime Farmland Converted To Another Use	10	0	0	0	0
6. Conversion Of Non-Prime Farmland	25	0	0	0	0
7. Availability Of Farm Support Services	4	2	5	5	5
8. On-Farm Investments	25	0	0	0	0
9. Degree Of Conversion Of Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Uses	15	0	0	0	0
TOTAL CORRIDOR ASSESSMENT POINTS	100	7	12	12	
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	81	81	81
Total Corridor Assessment (From Part VI above or a local site assessment)		100	27	32	32
TOTAL POINTS (Total of above 2 Areas)		200	108	113	113
1. Corridor Assessment		1. Total Acres of Farmland to be Converted by Project	2. Date Of Review	3. Used A Local Tax Assessment List?	
				Yes <input type="checkbox"/> No <input type="checkbox"/>	

5. FARMER For Collection

6-3-2010
Robert Stewart

6-18-2010
Robert Stewart

Signature of Person Completing this Form _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternative Corridor

I = Initial Project
 U = Ultimate Project
 * = depending on the design variation.

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3.4 Community Impacts

3.4.1 Community Character and Cohesion

3.4.1.1 Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA), established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 USC 4331[b][2]). The Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

3.4.1.2 Affected Environment

Study Area

The information in this section is based on the CIA (December 2010), the *Final Visual Impact Assessment* (May 2010), the August 2010 and September 2011 Right-of-Way Data Sheets, the *Draft Relocation Impact Report* (June 2010), and the *Final Relocation Impact Report* (for Alternative 2f only; November 2011).

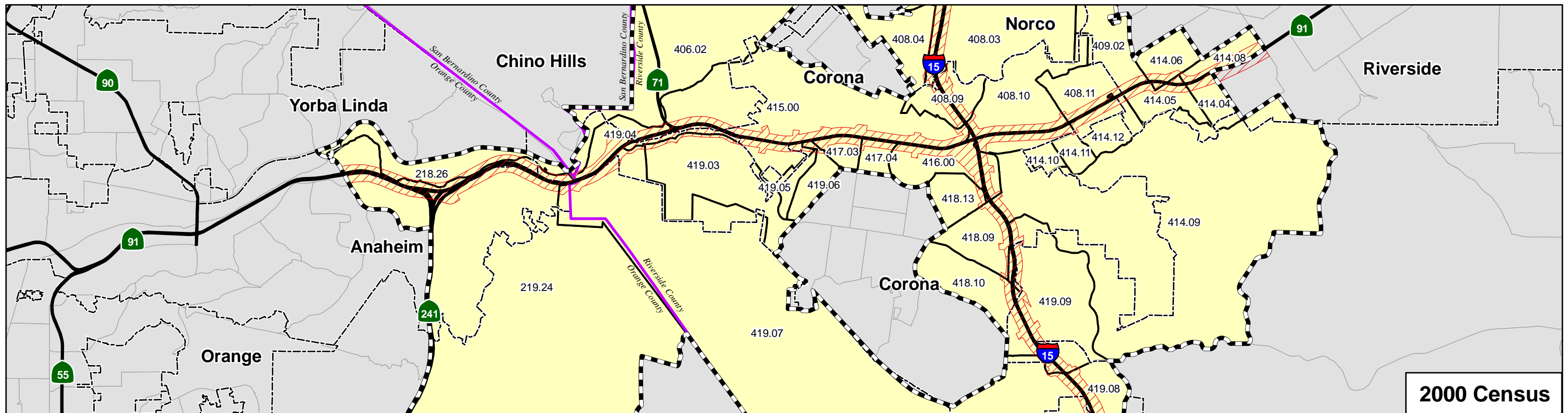
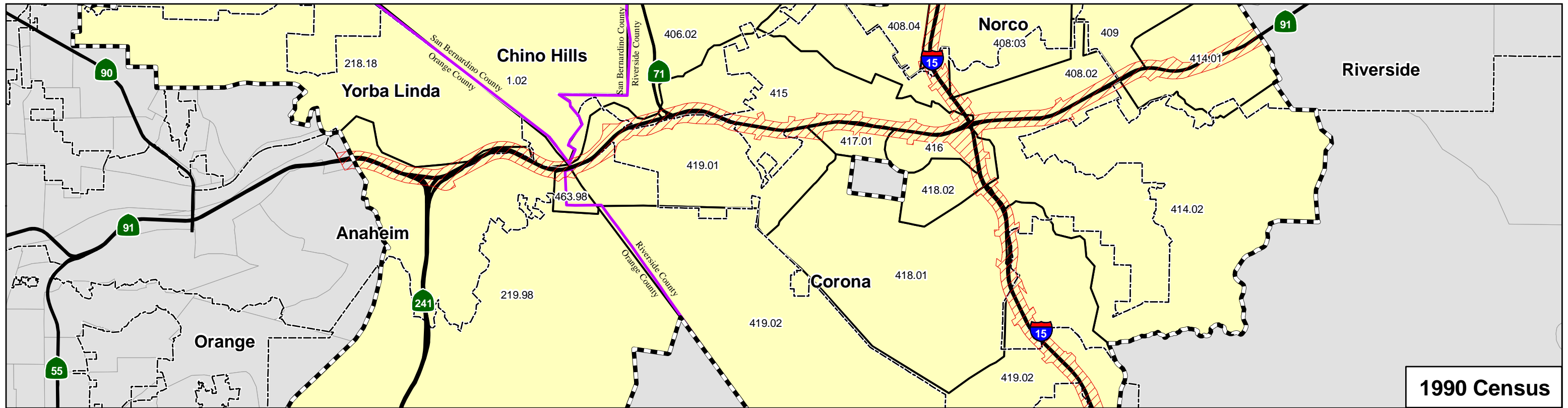
The project's community impact study area is generally defined as a band extending approximately 1,000 ft from each side of the centerlines of existing SR-91 and I-15. The study area extends through seven jurisdictions (five cities and two counties). The study area cities are Anaheim, Yorba Linda, Corona, Norco, and Riverside. The study area counties are Orange and Riverside. The study area consists of urbanized, mixed-use, residential, agricultural, industrial/commercial, and open space uses. The more focused study area for demographics is the census tracts along SR-91 and I-15 in

those jurisdictions. The boundaries of the general study area and the census tracts for 1990 and 2000 are shown on Figure 3.4-1¹.

Visual Character

As discussed in detail in Section 3.7, Visual/Aesthetics, key views were specifically selected and provided for the project to represent views from different land uses in the study area that show the overall community character of the cities and other areas crossed by the project segments of SR-91 and I-15. Key views represent the line-of-sight from various viewer groups and land uses. The existing visual quality of the key views in the project study area are summarized below; more detailed descriptions and figures showing the key views and the methodology for the visual impacts assessment are provided in Section 3.7. The overall visual quality rating (1 to 7, or very low to very high) is an average of three criteria ratings: vividness, intactness, and unity and is consistent with the rating system identified in the FHWA's Visual Impact Assessment for Highway Projects (1981). The use of these evaluative criteria helps to establish an existing baseline to evaluate the effects on visual quality, which is provided later in Section 3.7.3.

¹ Data from the 2010 Census was not available from the U.S. Census Bureau until September 2011. The Department has reviewed the same data sets from the 2010 Census that were used from the 1990 and 2000 Censuses for the analysis of community impacts of the SR-91 CIP and determined that there were no substantial changes in the demographic trends from 2000 to 2010 as compared to the trends reported from 1990 to 2000 that would result in different conclusions as to how the Build Alternatives would affect community cohesion (discussed in Section 3.4.1) or environmental justice (discussed in Section 3.4.3). Specifically, the 2010 census data showed rapid population growth in the SR-91 study area (42 percent increase in population from 2000 to 2010 compared to a 32 percent increase in population from 1990 to 2000). With regard to ethnicity and poverty, the most impacted community (the City of Corona) is relatively unchanged from 2000 to 2010 (non-white population of 38 percent in 2000 compared to 36 percent in 2010 and below poverty level population of 11 percent in 2000 compared to 9 percent in 2010). Because there were no substantial changes in the demographic trends between 2000 and 2010, the analysis of community impacts was not updated with the 2010 Census data.



LEGEND

- Study Area
- City Boundary
- Census Tracts Inside Study Area
- County Boundary
- Census Tracts Outside Study Area



0 4600 9200
FEET

SOURCE: US Census Bureau (2000) and *Community Impact Assessment* (2010)

E:\PAZ0701\GIS\CIA\Census_Tracts_Fig3.4-1.mxd (7/27/2010)

FIGURE 3.4-1

SR-91 Corridor Improvement Project
Community Impact Study Area and Census Tracts

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

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Key View 1

Key View 1 looks south toward SR-91 and the CNF from the Green River Golf Club in the west part of the study area. The existing visual quality of this view is moderately high because viewers see mostly open space and individual holes on the Green River Golf Club (as shown on Figure 3.7-10 later in this EIR/EIS). SR-91 is in this view; however, trees and landscaping provide a visual barrier between the highway and the Green River Golf Club. The vividness or positive visual features in the view include the cluster of trees in the middle ground and the Santa Ana Mountains and CNF in the background. Limited views of the highway and signs encroach on the intactness of this view. Unity is slightly higher than the other visual quality features because the view is mainly open space and the golf course, which are consistent features in this view.

People exposed to this view are mostly golfers and pedestrians and bicyclists who use the Santa Ana River Trail/Bike Lane adjacent to SR-91. The viewing duration would vary for each golfer, bicyclist, and pedestrian, but most likely would not exceed 15 minutes. Therefore, the overall viewer exposure level is moderate. Viewer sensitivity for Key View 1 would also be moderate because the viewer's activity and awareness are recreational in nature (golf and Trail/Bike Lane). In the Department's Scenic Highway Program (www.dot.ca.gov/hq/LandArch/scenic/cahisys3.htm), the segment of SR-91 from SR-55 to Weir Canyon Road, west of the SR-91 study area, is an officially designated State Scenic Highway; the segment of SR-91 between Weir Canyon Road and I-15, in the SR-91 study area, is eligible for designation as a State Scenic Highway. As a result, viewer sensitivity for Key View 1 would be moderate along the segment of SR-91 between SR-241 and Coal Canyon because it is eligible for designation as a State Scenic Highway.

Key View 2

Key View 2 is from a part of CHSP directly adjacent to a residential area on the north side of SR-91, near SR-71, facing southwest toward SR-91 and the CNF. The Prado Road/SR-91 undercrossing is in the west part of this view. The existing visual quality is moderate and includes natural landforms and land cover from the mountains, vegetation, and a strongly defined skyline. The view's vividness is slightly lower than its intactness and unity because the view lacks a visual pattern in a predominantly natural setting. The intactness of this view is affected by minor encroachments which include fencing, the Prado Road undercrossing, and drainage features from SR-91 in the foreground and middle ground. The moderate unity in this view is reflected by the horizontal line of SR-91 and the open space seen in this view.

Residents and CHSP visitors are the main viewer groups for Key View 2. The viewing duration would be permanent for those residents with views of this location. The overall viewer exposure level and viewer sensitivity would both be moderate to high because any changes in the view would be permanent, and the residents would have a permanent view of this area. Viewer exposure is low for CHSP visitors because there are few CHSP visitors who access the park from this location due to limited parking availability, and those who do experience a view of SR-91 for approximately 900 ft along the access road.

Key View 3

Key View 3 is from a residential street on the south side of SR-91, east of the SR-91/SR-71 interchange, facing northeast from the corner of Ridgeview Terrace and Via Santiago. Existing commercial/retail property is the main focus of this view for nearby residents and drivers on Ridgeview Terrace and Via Santiago. The existing view is considered to have low visual quality because of low vividness, based on the lack of landform and natural land cover. The view is predominantly man-made and lacks contrasting visual elements to achieve any memorability in the view. The intactness is low because of the electric poles, billboards, and other encroaching features, and the view's unity is reflected by the sidewalk lines and fencing.

Residents and drivers are the main viewers of Key View 3. The duration of the view is permanent for residents. For drivers, however, the duration of the view depends on the speeds along Ridgeview Terrace and Via Santiago; therefore, the overall viewer exposure, activity, awareness, and overall sensitivity levels are moderate to high.

Key View 4

Key View 4 is from a residential street on the north side of SR-91, adjacent to the North Buena Vista Avenue undercrossing. Existing visual quality for nearby residents is moderate because the trees and landscaping on the south side of the road add to the view's vividness despite the encroachments in the intactness of the view, which include the sound barrier between the residential street and SR-91, utility lines, trash cans, and cars. The view's unity is reflected by the parallel lines of the road, mailboxes, sidewalks, and fencing.

Key View 4 represents a residential setting adjacent to SR-91. Because residents are the main viewers of Key View 4 and the duration of the view is permanent, the overall viewer exposure and sensitivity levels are high.

Key View 5

Key View 5 is of Main Street and SR-91, including the Main Street overcrossing and the SR-91 westbound on-ramp, facing southwest. The existing visual quality is rated below moderate because, while drivers along Main Street see mostly vehicle traffic and urban uses, the existing view includes the mountains and open sky in the background. The vividness is limited to vegetation adjacent to Main Street and the SR-91 westbound on-ramp. Vehicle encroachments and traffic signs and signals throughout the view affect the view's intactness, and the view lacks man-made and/or natural pattern elements due to the existing mix of uses that affect the unity in the view.

The overall viewer exposure level for Key View 5 is moderate because the primary viewers along Main Street for Key View 5 are drivers, and the duration of the view depends on the speed limits of local roads. In addition, modifications to highways and on- and off-ramps are expected by Southern California drivers and residents; therefore, the viewer sensitivity is low because this type of view is typical along a busy highway and adjacent roads.

Key View 6

Key View 6 is along eastbound SR-91, just east of the I-15/Main Street overcrossing, facing east. Existing visual quality is low because visual features for drivers are limited to the distant view of the hills and mountains, and motorists on SR-91 see various commercial and industrial uses mixed with undeveloped or landscaped areas. Encroachments into this view include highway signs, billboards, and light poles, which decrease the intactness of the view. The view's unity is reflected by the parallel lines and posts separating the HOV and GP lanes along SR-91.

The primary viewer group for Key View 6 is motorists on SR-91, and the overall exposure is low to moderate. The viewer sensitivity and vividness for motorists on SR-91 is considered low because this type of view is typical along a highway.

Key View 7

Key View 7 is facing southwest along Cresta Road, which is a residential street northeast of the SR-91/I-15 interchange. The main focus of this key view for nearby residents and motorists along local streets is the SR-91/I-15 interchange, with the mountains and skyline in the far distance. Other urban uses are visible at the base of the mountains; therefore, the existing visual quality is low. Visual features for the view's vividness include the mountains and skyline; however, the cluster of urban

uses at the base of the mountains and air pollution decrease the memorability of this view. Encroachments include vehicles on I-15 and its on- and off-ramps as well as fencing and light poles along the residential road in the north side of the view which affects the intactness of the view. The view's unity is obstructed by the mix of uses and lack of pattern.

Motorists and residents are the two main viewer groups for Key View 7, and the overall exposure is low to moderate. Key View 7 also represents a residential setting near the SR-91/I-15 interchange. The viewer sensitivity for residents is high because the view would be permanent for residents but low for drivers since the change in view would be visible to drivers for only a few minutes, depending on traffic speeds.

Key View 8

Key View 8 is along the I-15/Magnolia Avenue overcrossing, facing north. The main focus of this existing view for motorists is I-15, north of the Magnolia Avenue overcrossing. The existing visual quality is low given the mix of uses (commercial, highway, and residential) visible from the view point. Views of the mountains and skyline in the distance contribute to the view's vividness; however, encroachments, including cars along I-15 and construction along the median and adjacent right-of-way in the middle ground views, affect the view's intactness. The view's unity is obstructed by mixed uses and a lack of pattern between the natural and man-made elements.

Motorists on I-15 and the Magnolia Avenue overcrossing are the primary viewer group in this key view. The overall exposure of motorists to the view is moderate because there would be thousands of drivers per day, but the duration of the view for individual motorists would be seconds to minutes, depending on traffic speeds. Therefore, viewer sensitivity for motorists on I-15 is considered low.

Community Cohesion

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time (Department Standard Environmental Reference Environmental Handbook, Volume 4, 2011, page 54). The demographic information provided in this section was obtained from a combination of sources, including the United States Census Bureau, SCAG, and WRCOG.

Indicators of community cohesion in demographic data used to profile communities from the 2000 United States Census (2000 Census) are:

- **Age:** The elderly and stay-at-home parents tend to be more active in their communities. They have time to become involved in community activities.
- **Ethnicity:** Ethnic homogeneity is associated with a higher degree of community cohesion.
- **Household Size:** Households of two or more people tend to correlate with a higher degree of community cohesion.
- **Housing Tenure:** Homeowners who have been residents of a community for a longer period of time tend to correlate with a higher degree of community cohesion.
- **Transit-Dependent Population:** Residents who tend to walk or use public transportation for travel tend to correlate with a higher degree of community cohesion. The transit-dependent population is comprised of the population without private transportation, under age 18, age 65 and older, or below poverty or median income levels.
- **Community Facilities:** Areas with parks and other recreational facilities, schools, libraries, post offices, and community centers allow informal social interaction and interdependence, and tend to correlate with a higher degree of community cohesion.

According to several indicators of community cohesion, including the long tenure of many of the residents in the study area (many of the rural neighborhoods in the study area have been in existence for decades), ethnic homogeneity, a high percentage of persons aged 65 and over, and a large number of residents who are pedestrians (as confirmed through the finding of high percentages of transit-dependent persons), it can be concluded there is a high degree of community cohesion in different parts of the study area, which includes Anaheim, Corona, and Riverside. Because the property acquisition for the project and the removal of homes from acquired parcels would be in the City of Corona, the evaluation of impacts to community cohesion is focused on the City of Corona. The City of Corona has a high degree of ethnic homogeneity; almost 40 percent of the population is transit-dependent and nearly 60 percent of the population has lived in their homes since 1999 or earlier.

Census data were used in this analysis to describe the demographic characteristics of the study area and demographic changes in the study area from 1990 to 2000. These demographic characteristics for the study area are described in the following sections.

Age

Table 3.4.1 shows the distribution of the population by age in the State and the study area cities and counties for 1990 and 2000. According to the 2000 Census, between 1990 and 2000, the number of residents in Orange and Riverside Counties under the age of 18 increased by 30 and 41 percent, respectively. The population over age 64 in both Orange and Riverside Counties increased an average of 27 percent over the same period.

Table 3.4.1 Age Distribution

Jurisdiction	Year	Total Percentage		
		Population < 18	Population 18–64	Population >64
State				
California	1990	7,750,725 (26%)	18,873,744 (63.4%)	3,135,552 (10.5%)
	2000	10,234,571 (22.9%)	24,621,819 (72.7%)	3,595,658 (10.6%)
County				
Orange	1990	589,303 (24.4%)	1,600,140 (66.4%)	221,113 (9.17%)
	2000	768,419 (27%)	1,797,107 (63.1%)	280,763 (9.9%)
Riverside	1990	333,261 (28.5%)	682,479 (58.3%)	154,673 (13.2%)
	2000	468,691 (30.3%)	880,732 (57%)	195,964 (12.7%)
City				
Anaheim	1990	77,467 (28.8%)	166,566 (62%)	22,292 (8.3%)
	2000	108,284 (33%)	192,930 (88.8%)	26,773 (8.1%)
Yorba Linda	1990	15,611 (29.7)	32,758 (62.4)	2,619 (4.9%)
	2000	17,623 (29.3%)	37,129 (63%)	4,526 (7.7%)
Corona	1990	23,711 (31.2%)	47,946 (63.0%)	4,438 (5.8%)
	2000	41,733 (33.4%)	75,944 (60.8%)	7,289 (5.8%)
Norco	1990	5,162 (22%)	15,450 (22%)	1,117 (4.8%)
	2000	5,413 (22.4%)	17,140 (71%)	1,604 (6.6%)
Riverside	1990	65,666 (28.9%)	140,573 (62%)	20,266 (8.9%)
	2000	76,704 (30%)	155,408 (60.9%)	23,054 (9%)

Sources: United States Census (1990 and 2000).

As reported in the 2000 Census, residents under age 18 in the study area cities comprised a similar proportion of the population as the study area counties, at approximately 28 percent. Specifically, in the Cities of Anaheim and Corona, the population under the age of 18 made up 33 percent of the population in 2000. The City of Corona experienced a 76 percent increase in this age group between 1990 and 2000. In 2000, residents over age 64 in both counties averaged 11 percent, similar to the State average. However, in the study area cities, the percent of this age group is slightly lower than the County and State averages, with the City of Corona reporting the lowest percent at 5.8 percent and the City of Riverside the highest at 9 percent.

Ethnicity

Table 3.4.2 shows the ethnic composition of the study area counties and cities in 1990 and 2000. Based on the 2000 Census, the largest racial category in Orange and Riverside Counties and the study area cities was White, at an average of 65.2 percent for the counties and 68 percent for the cities. Between 1990 and 2000, Riverside County saw an 82 percent increase in the Hispanic¹ population and a 52 percent increase in the Black population. During this period, the White population in Orange County decreased by nearly 3 percent, and increased 13 percent in Riverside County. Anaheim and Riverside experienced nearly 6 percent decreases in the White population between 1990 and 2000. During this same period, Anaheim and Corona each reported a nearly 30 percent increase in the Black population, while the Asian population increased by 66 and 75 percent, respectively. Anaheim and Corona also had the greatest increases in Hispanic population from 1990 to 2000, at 83 and 93 percent, respectively.

As described in the *Regional Transportation Plan Socioeconomic Forecast Report* (SCAG, June 2004), Riverside County is projected to be more racially and ethnically diverse in 2030 than it was in 2000. According to the 2000 Census, the White population comprised the majority of the population in Riverside County; however, based on the SCAG report, by 2030 Hispanics are expected to account for 47 percent of the total population in the County, an increase of 164 percent from 2000 to 2030.

Unlike Los Angeles and Orange Counties where the population is forecast to experience negative growth by 2030, the White population is projected to increase in Riverside County. However, unlike other ethnic groups, this increase will not be caused by a high fertility rate. A net gain in domestic migration spurred by reasonably affordable housing and suburban living has accounted for much of the growth in Riverside County over the last two decades, and this trend is expected to continue to 2030.

Household Size

According to the 2000 Census, the average household size in Riverside County was 2.98 persons per household. Of the study area cities, Anaheim had the highest average household size in 2000, at 3.34 persons, while the City of Riverside had the smallest

¹ Persons of Hispanic or Latino heritage may also be considered members of other racial classifications.

Table 3.4.2 Ethnic Composition

Jurisdiction	Year	Total percentage ¹						
		White	Black	American Indian/ Native Alaskan	Asian ²	Hawaiian ³ / Pacific Islanders	Other	Hispanic
County								
Orange County	1990	1,894,593 (78.5%)	46,281 (1.7%)	12,165 (0.5%)	240,703 (9.9%)	8,489 (0.35%)	211,925 (8.7%)	564,828 (23.4%)
	2000	1,844,652 (64.8%)	47,649 (1.7%)	19,906 (0.7%)	386,785 (13.6%)	8,938 (0.3%)	421,208 (14.8%)	875,579 (30.8%)
Riverside County	1990	894,767 (76.4%)	63,591 (5.4%)	11,494 (1.0%)	41,591 (3.6%)	----	158,970 (13.6%)	307,514 (26.3%)
	2000	1,013,478 (65.6%)	96,421 (6.2%)	18,168 (1.2%)	56,954 (3.7%)	3,902 (0.3%)	288,868 (18.7%)	559,575 (36%)
City								
Anaheim	1990	190,309 (71%)	6,780 (2.5%)	1,425 (0.5%)	23,595 (8.9%)	1,059 (0.39%)	42,874 (16%)	83,755 (31.4%)
	2000	179,627 (54.8%)	8,735 (2.7%)	3,041 (0.9%)	39,311 (12%)	1,393 (0.4%)	79,427 (24.2%)	153,374 (46.8%)
Yorba Linda	1990	44,949 (86%)	579 (1.2%)	222 (0.42%)	5,243 (10%)	64 (0.12%)	1,365 (2.6%)	4,948 (9.4%)
	2000	48,015 (81.5%)	688 (1.2%)	220 (0.4%)	6,537 (11.1%)	56 (0.1%)	1,593 (2.7%)	6,044 (10.3%)
Corona	1990	57,744 (75.9%)	2,102 (2.8%)	634 (0.8%)	5,399 (7.1%)	----	10,261 (13.4%)	23,101 (30.4%)
	2000	77,514 (62%)	8,031 (6.4%)	1,086 (0.9%)	9,425 (7.5%)	387 (0.3%)	21,894 (17.5%)	44,569 (35.7%)
Norco	1990	19,206 (82%)	1,852 (7.9%)	163 (0.69%)	259 (4.8%)	58 (0.24%)	1,764 (7.5%)	4,556 (19.5%)
	2000	19,915 (82.4%)	1,481 (6.1%)	182 (0.8)	280 (1.2)	33 (0.1)	1,538 (6.4%)	5,504 (22.8%)
Riverside	1990	160,344 (71%)	16,740 (7.3%)	1,910 (0.84%)	10,920 (4.8%)	901 (0.39%)	35,690 (15.8%)	226,505 (25%)
	2000	151,377 (59.3%)	18,906 (7.4%)	2,779 (1.1%)	14,501 (5.7%)	991 (0.4%)	53,591 (21%)	97,315 (38.1%)

Sources: United States Census (1990 and 2000).

¹ Percentages do not add to 100 percent because the White, Black, American Indian and Alaska Native, Hawaiian and Pacific Islander, and Other categories include persons identified with one race only; the Hispanic category overlaps with other categories.

² In 1990, the Asian population included Hawaiian and Other Pacific Islanders; in 2000, the Asian population did not include Hawaiian and Other Pacific Islanders.

³ In the 1990 United States Census, the Hawaiian and Other Pacific Islanders race was included with the Asian population.

average household size, at 3.02 persons. The average household size of the study area cities is greater on average, at 3.18 persons, than in both counties (Riverside and Orange) and the State.

Housing Tenure

The United States Census Bureau conducts the American Housing Survey (AHS) to obtain housing statistics for the United States Department of Housing and Urban Development (HUD). The AHS is conducted by field representatives who obtain information from residents. They obtain information on vacant residences from sources such as landlords, rental agents, or knowledgeable neighbors.

The AHS provides information on only a general sample of a metropolitan area (MA). The Riverside-San Bernardino-Ontario and Anaheim-Santa Ana MAs cover a larger area than the study area cities. Nevertheless, the AHS information for those MAs is useful as a general indicator of neighborhood stability and is based on the assumption that the longer people live in a community, the more committed they become to it and the more cohesive the community becomes.

For AHS Riverside-San Bernardino-Ontario MA 2002 (issued July 2003), the samples were from surveys conducted in the Cities of Riverside and San Bernardino and the County of Riverside. According to that AHS, 7,081 of the 10,839 households in the sample (or 65.3 percent of households) had lived in their units since 1999 or earlier. For AHS Anaheim-Santa Ana MA 2002 (issued May 2004), the sample was from surveys conducted in the Cities of Anaheim, Santa Ana, and Garden Grove. According to that AHS, roughly 60 percent of households in that sample area have lived in their units since 1999 or earlier.

Transit-Dependent Population

The FTA defines transit-dependent persons as those who are without private transportation, elderly (over age 65), youths (under age 18), or below poverty or median income levels as defined by the United States Census Bureau.

SCAG projects that the percentage of senior citizens in the southern California region will continue to rise over the next two decades, with approximately one in six people expected to be age 65 or over in 2030. The percentage of persons under age 18 will essentially be unchanged from 2000 to 2030. Persons under 18 and over 65 comprise a large part of the transit-dependent population. Therefore, an increase in the population of persons over 65 is expected to place increased demands on public transportation services.

Additional Demographic Characteristics

Table 3.4.3 shows additional demographic characteristics for the study area cities, Orange and Riverside Counties, and the State, respectively, as reported in the 2000 Census. As shown in Table 3.4.3, Riverside County reported a 32 percent increase in population between 1990 and 2000, which was substantially higher than Orange County at 18 percent and the State at 13.6 percent. The City of Corona reported the highest population increase at 64 percent, followed by the Cities of Anaheim, Yorba Linda, and Riverside at 23.1, 17.4, and 13.2 percent, respectively.

Table 3.4.3 Demographic Characteristics from the 2000 Census for the Study Area Cities and Counties, and the State

Characteristics	Study Area Cities					Study Area Counties		State
	Yorba Linda	Anaheim	Corona	Riverside	Norco	Orange County	Riverside County	
Population change (1990 to 2000)	+17.4%	+23.1	+64%	+13.2%	+3.9%	+18%	+32%	+13.6%
Median Household Income	\$89,593	\$47,122	\$59,615	\$41,646	\$62,652	\$58,820	\$42,887	\$47,493
Persons Below Poverty	3.0%	14.1%	8.3%	15.8%	5.3%	10.3%	14.2%	14.2%
High School Graduate (over age 25)	93.4%	69.3%	80.6%	74.9%	75.4%	79.5%	58.3%	76.8%
College Graduate (over age 25)	41.5%	19.6%	22%	19.1%	11.9%	30.8%	16.7%	26.6%
Employed in Civilian Labor Force	71.5%	64.2%	65.8%	62.3%	51.2%	65.5%	53.6%	61.8%
Persons per Household	3.08	3.34	3.29	3.02	3.15	3.0	2.98	2.87

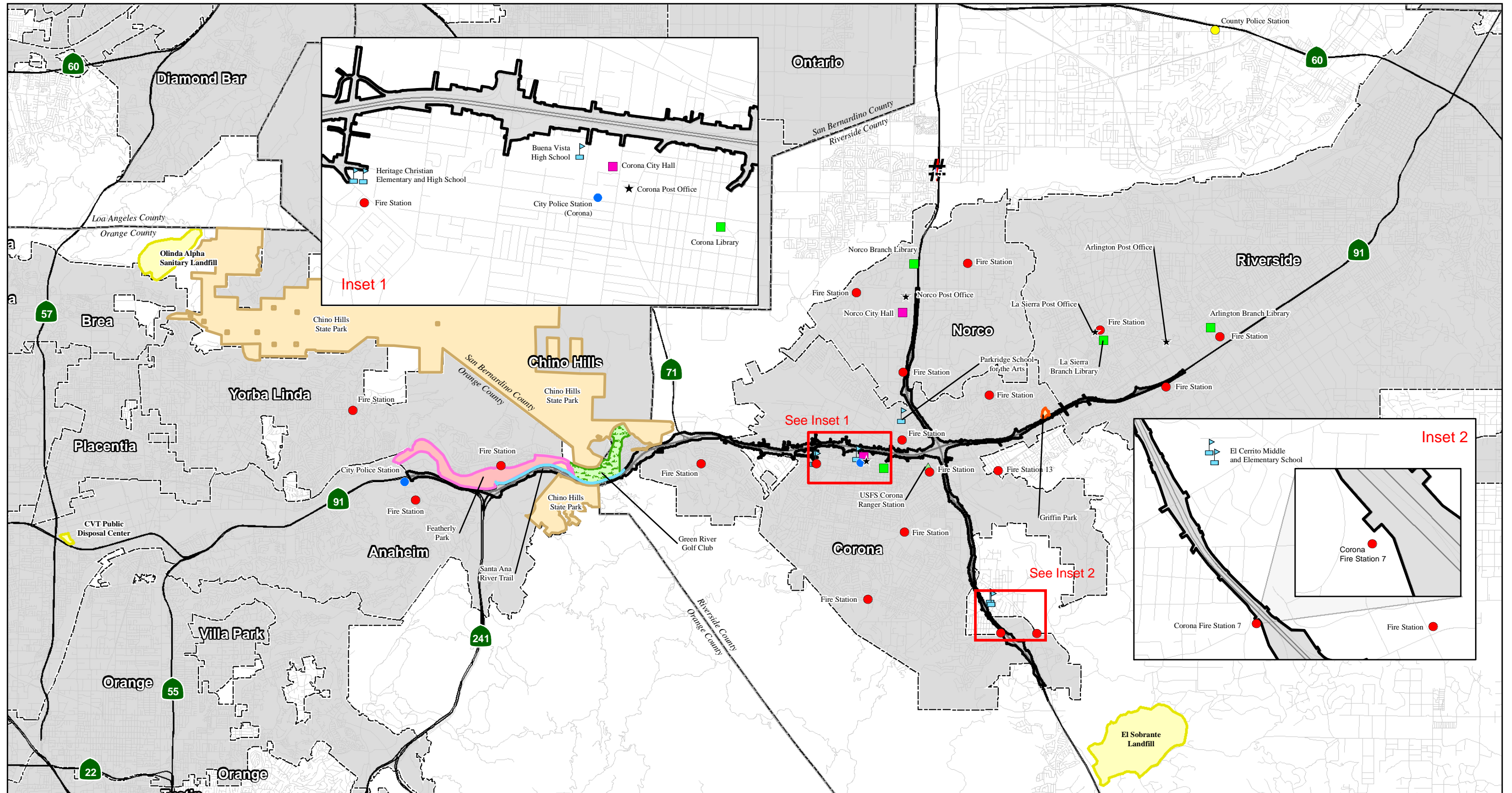
Sources: United States Census Bureau (2000).

The annual median household income for Riverside County in 2000 was approximately \$4,600 lower than the State average, and for Orange County was approximately \$11,000 higher than the State average. The City of Yorba Linda reported annual median household income \$30,000 higher than that of Orange County. The City of Riverside annual median household income is slightly below the Riverside County average and approximately \$6,000 lower than the State average.

For 2000, the United States Department of Health and Human Services (DHHS) poverty guideline was \$18,310 for a family of three and \$22,050 for a family of four. In the City of Riverside, nearly 16 percent of the population was living below the poverty level, higher than both Riverside County and the State. The City of Anaheim reported 14 percent of the population living below the poverty level, which is slightly higher than Orange County, but similar to the State. The City of Yorba Linda reported the lowest percentage of population living below the poverty level at 3 percent.

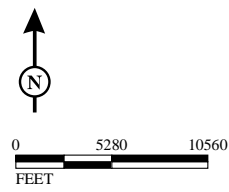
Community Facilities

In addition to the public safety facilities discussed in Section 3.5, Utilities and Emergency Services, and the parks and recreation facilities discussed in Section 3.1, Land Use, other community facilities such as schools, libraries, post offices, and community centers in the project study area are discussed below. All community facilities are shown on Figure 3.4-2.



LEGEND

- | | | |
|---------------|-----------------------|-------------------------|
| Study Area | Library | Featherly Regional Park |
| City Hall | Post Office | Griffin Park |
| City Police | Ranger Station | Chino Hills State Park |
| County Police | School | Green River Golf Club |
| Fire Station | Santa Ana River Trail | Landfill |



SOURCE: US Census Bureau (2000) and Community Impact Assessment (2010)

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FIGURE 3.4-2

SR-91 Corridor Improvement Project
Public and Community Facilities

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

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Schools

County of Orange

Orange County does not have its own school district. The Orange County Department of Education serves as a connecting agency among Orange County school districts, community college districts, local, State, and federal governmental agencies, and community organizations. There are no schools in unincorporated Orange County in the study area.

County of Riverside

Riverside County does not have its own school district. The County Office of Education is a service agency linking the County's 23 school districts to the California Department of Education. There are no schools in unincorporated Riverside County in the study area.

City of Anaheim

There are no Anaheim City School District schools in the study area.

City of Yorba Linda

The City of Yorba Linda is served by the Placentia-Yorba Linda Unified School District (PYLUSD). There are no PYLUSD schools in the study area.

Cities of Corona and Norco

The City of Corona is served primarily by the Corona-Norco Unified School District (CNUSD), with the exception of the northeast part of the City which is served by the Alvord Unified School District (AUSD). The City of Norco is also served by the CNUSD. There are no schools in the AUSD in the study area. The following CNUSD schools are in the study area for the project:

- **El Cerrito Elementary School:** 7581 Rudell Road, Corona
- **El Cerrito Middle School:** 7610 El Cerrito Road, Corona
- **Orange Grove High School:** 300 South Buena Vista Avenue, Corona
- **Parkridge School for the Arts:** 750 Corona Avenue, Corona

City of Riverside

The City of Riverside is served by the Riverside Unified School District (RUSD). There are no RUSD schools in the study area for the project.

Other Community Facilities (Libraries, Post Offices, City Halls)

The following libraries are in the study area for the project:

- **City of Corona:** The City of Corona operates its own public library. The Corona Public Library circulates over 500,000 items each year and offers a variety of services including homework help, literacy programs, computer learning, Internet service, and book groups. The Corona Public Library, at 650 South Main Street, is in the study area for the project.
- **City of Riverside:** The Riverside Public Library has a collection of approximately 600,000 books and materials, 125 public access computers, and an annual circulation of 1.2 million. The library offers a variety of community services, including youth services, literacy programs, computer classes, Internet access, study rooms, research services, and public meeting rooms. Two branch libraries are in the study area for the project: the Arlington Branch at 9556 Magnolia Avenue and the La Sierra Branch at 4600 La Sierra Avenue.
- **City of Norco:** The City of Norco is a participant in the Riverside County Library System. The Norco Public Library offers literacy programs, book clubs, computer learning and Internet services, English as a Second Language (ESL) conversation classes, and a variety of public programs. The Norco Public Library, at 3954 Old Hamner Road, is in the study area for the project.

There are four post offices in the study area for the project:

- **Arlington Post Office:** 10275 Hole Street, Riverside
- **Corona Post Office:** 414 West Grand Boulevard, Corona
- **La Sierra Post Office:** 11134 Pierce Street, Riverside
- **Norco Post Office:** 1801 Town and Country Road, Norco

There are two City Halls in the study area for the project: the Corona City Hall at 400 South Vicentia Street and the Norco City Hall at 2870 Clark Street.

Economics

The employed civilian populations in the study area counties and cities are summarized in Table 3.4.4. As shown, the educational/health/social services, manufacturing, and retail trade sectors have the highest levels of employment in the study area cities.

Table 3.4.4 Employment in the Study Area Jurisdictions

Economic Sector	Employed Civilian Population (16 and Over)						
	Yorba Linda	Anaheim	Corona	Riverside	Norco	Orange County	Riverside County
Construction	1,827 (6%)	9,714 (6.8%)	4,125 (7.2%)	8,912 (8%)	1,106 (12%)	81,822 (6.1%)	55,751 (9.2%)
Manufacturing	4,910 (16%)	28,854 (20.2%)	10,569 (18.5%)	14,109 (13%)	1,407 (15.3%)	227,495 (17%)	72,837 (12.1%)
Retail Trade	3,240 (11%)	16,409 (11.5%)	6,950 (12.1%)	12,539 (11.7%)	983 (10.7%)	150,462 (11%)	76,466 (12.7%)
Finance, Insurance	3,264 (11%)	10,414 (7.3%)	3,924 (6.9%)	5,738 (5.4%)	567 (6.2%)	117,351 (8.8%)	34,348 (5.7%)
Professional, Technical Services	3,195 (11%)	14,511 (10.2%)	4,785 (8.4%)	9,155 (8.6%)	648 (7%)	168,930 (12.6%)	51,577 (8.6%)
Educational, Health, Social Services	5,396 (18%)	20,252 (14.2%)	9,973 (17.4%)	25,049 (23.5%)	1,578 (17%)	216,017 (16%)	113,407 (18.8%)
Lodging, Food Service	1,803 (6%)	14,691 (10.3%)	3,814 (6.7%)	8,060 (7.5%)	549 (1%)	111,469 (8.3%)	58,131 (9.8%)
All Other Sectors	1,233 (4%)	7,286 (5.1%)	13,136	5,433 (5.1%)	373 (4%)	67,009 (5%)	30,166 (5%)

Sources: United States Census Bureau (2000).

Commuting Patterns

Traffic congestion and long commutes can have a negative impact on personal perceptions of quality of life. As employment and population continue to increase in the region, hours of traffic delays and daily vehicle miles traveled per person are projected to increase as well. One major transportation and mobility issue that the Inland Empire as a whole faces is that many residents work in neighboring counties. While this has become slightly less pronounced over time, the 2000 United States Census showed that nearly 61 percent of Riverside County residents were employed outside their cities of residence, and only 21 percent were employed in their cities of residence. Table 3.4.5 illustrates commute and travel time information for the study area cities and counties.

Table 3.4.5 Travel Patterns in the Study Area Jurisdictions

Place of Work	Yorba Linda	Anaheim	Corona	Riverside	Norco	Orange County	Riverside County
Work in County of Residence	22,806 (77%)	115,309 (46%)	25,906 (46%)	71,886 (69%)	4,628 (51%)	1,090,703 (83%)	417,137 (71%)
Work Outside County of Residence	6,746 (22%)	23,516 (2%)	30,133 (54%)	32,005 (31%)	4,429 (49%)	217,100 (17%)	169,991 (29%)
Work within City of Residence	4,801 (16%)	41,005 (29%)	15,503 (28%)	48,375 (46%)	1,529 (17%)	292,852 (23%)	155,136 (26%)
Work Outside City of Residence	24,942 (84%)	98,338 (72%)	40,706 (72%)	55,951 (34%)	7,583 (83%)	996,907 (76%)	359,575 (61%)
Mean Travel Time to Work (minutes)	30.4	28.1	35.3	28.7	34.4	27.2	31.2

Sources: United States Census Bureau (2000).

Note: percentages may not add up to 100 as not all members of the population are employed.

SCAG reports that between 1990 and 2000, carpools in the region increased by 22 percent; however, the number of workers driving alone also increased over that period. On average, residents who worked outside their cities of residence had the longest commute times. Employed residents of the City of Corona had the longest average commute time, 35 minutes, but this is only 4 minutes longer than the Riverside County average travel time (31 minutes). Residents of Norco had the next longest commute time, at 34 minutes, which may be attributed to their geographic location and the fact that most Norco residents work outside of the local area. Orange County residents had the shortest commute time, at 27 minutes, with Yorba Linda residents commuting an average of 30 minutes and Anaheim residents commuting just 28 minutes.

Pedestrian and Handicap Access Facilities

There are no sidewalks or other pedestrian facilities on the freeway mainline or ramp facilities. Sidewalks are currently provided on most of the local streets crossing the project segments of SR-91 and I-15 and other local streets in the vicinity of SR-91 and I-15. The majority of the local streets crossing SR-91 and I-15, which consist of overcrossings and undercrossings, include sidewalks. Those sidewalks vary from 4 to 11.5 ft wide. Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, summarizes the existing pedestrian facilities on local streets crossing the project segments of SR-91 and I-15. In addition to these sidewalks, the Santa Ana River Trail/Bike Lane on the north side of SR-91 between Featherly Regional Park and the Green River Golf Club is available for pedestrians and bicyclists.

Table 3.6.8, provided later in Section 3.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, summarizes the existing pedestrian facilities on local streets crossing the project segments of SR-91 and I-15. Table 3.6.8 also indicates whether those facilities cross over the freeways (on overcrossings), under the freeways (in undercrossings), or do not cross the freeways. As shown later in Table 3.6.32 in Section 3.6, the lengths of the existing crossings under the SR-91 and I-15 facilities generally range from 100 to 210 ft, depending on the individual crossing and the freeway structures at the crossing.

Handicap access ramps (ADA access ramps) are provided on the sidewalks at most of the intersections of the local streets with the free ramp facilities on the project segments of SR-91 and I-15, as shown in Section 3.6. In addition, handicap access ramps are provided on the sidewalks at many of the local street intersections in the vicinity of SR-91 and I-15.

3.4.1.3 Environmental Consequences

Summary of Impacts

Alternative 1 would result in the acquisition and removal of 21 single-family homes under all variations, and 72 to 96 multifamily homes, depending on the design variation. Alternative 2 would result in the acquisition and removal of 23 to 24 single-family homes and 81 to 129 multifamily homes, depending on the design variation. The majority of the homes acquired and removed under Alternatives 1 and 2 are located in the City of Corona along SR-91 between Green River Road and I-15. Because of Corona's demographics and the commercial and residential resources available in the immediate areas surrounding the project limits, it is anticipated there would be ample resources for all residential and commercial owners and tenant displacees. However, the removal of these homes would change the community character and potentially reduce the overall cohesion of the areas along SR-91 in Corona.

Community character would also be affected by the improvements provided under Alternatives 1 and 2. Specifically, the project would result in expanded right-of-way, which would add additional hardscape, graded slopes, modified and new ramps, overcrossings and bridges, concrete barriers, and new retaining, tieback, and sound walls. The heights of the retaining walls included in Alternatives 1 and 2 range between 2 and 40 ft, depending on the location along the alignment. These changes would modify the visual quality of the study area by introducing more urbanized and hardscape elements and, as a result, would affect the existing community character. However, with the consideration of aesthetic features for retaining walls, sound walls, and bridge structures during final design, some of the project impacts to community character would be minimized. Additional landscaping consistent with the *215/91 Corridor Master Plan* will also be implemented where existing landscaping is being removed during construction and/or expanded right-of-way allows. The additional landscaping would further minimize potential impacts of Alternatives 1 and 2 to community character. Although the visual measures would minimize some of the impacts to community character in the City of Corona, the widened freeway facilities would contribute to continued urbanization of the area. As a result, not all the impacts of Alternatives 1 and 2 related to community character can be mitigated.

Alternatives 1 and 2 would provide improved pedestrian and bicycle facilities within the project limits and improved sidewalks on the arterials crossing SR-91. In addition, a segment of the Santa Ana River Trail/Bike Lane would be relocated north and

farther away from SR-91, which would improve the pedestrian and bicycling experience in that area.

On the local streets that cross SR-91 and I-15, the widened freeway cross sections would result in wider overcrossings and undercrossings, which would increase the lengths of the roads and sidewalks on the overcrossings or in the undercrossings. As shown later on Table 3.6.32 in Section 3.6, the lengths of the crossings under the widened freeways would generally range from 145 to 519 ft, depending on the individual crossing and the freeway structures at the crossing, and the Build Alternative and the design variation. As a result of the widened mainline and modified ramp structures, the lengths of the crossings under the widened freeway under Alternatives 1 and 2 would be longer than the crossings under the existing freeway facilities. Therefore, the amount of time pedestrians and bicyclists spend on the overcrossings or in the undercrossings would increase compared to existing conditions. The new parts of the undercrossings would include lighting for vehicles and pedestrians consistent with local standards. However, the segments of those roads under the existing overcrossings would experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under SR-91. Measure T-4, provided in Section 3.6, addresses lighting in the undercrossings during final design and includes the provision of appropriate lighting in the new parts of the undercrossings and additional lighting in the existing parts of the undercrossings, if it is determined to be necessary. Measure V-2, provided in Section 3.7, provides for aesthetic treatments on paved slopes at undercrossings. Nonetheless, some pedestrians and bicyclists may perceive the longer overcrossings and undercrossings as negatively affecting their experiences as they cross the freeways and may inhibit their desire to cross the freeways, which would be an adverse effect on community cohesion.

Measures CI-1 through CI-3, T-1(which requires the preparation and implementation of a Traffic Management Plan), T-4, and V-1 would minimize the effects of Alternatives 1 and 2 and their design variations related to community character and cohesion. Refer also to Appendix D, Summary of Relocation Benefits, which describes RCTC's relocation process and potential benefits available for displaced residents, tenants, and businesses.

Summary of Impacts for Alternative 2f

Alternative 2f has been identified as the Preferred Alternative. The Initial Phase under Alternative 2f would result in the acquisition and removal of 18 single-family and

127 multifamily homes. The Alternative 2f Ultimate Project has a larger footprint than the Initial Phase and, therefore, would result in the acquisition and removal of 9 multifamily homes in addition to the acquisitions and removals under the Initial Phase. As discussed above for Alternatives 1 and 2, the majority of the homes acquired and removed under Alternative 2f are also in the City of Corona along SR-91 between Green River Road and I-15, and the removal of these homes would change the community character and potentially reduce the overall cohesion of those areas along SR-91 in Corona. Appendix D, Summary of Relocation Benefits, describes RCTC's relocation process and potential benefits available for displaced residents, tenants, and businesses.

Alternative 2f would result in the displacement of 88 businesses. Other nonresidential impacts of Alternative 2f would include indirect impacts such as changes to the business clientele. However, as discussed in Section 3.4.2, Relocations and Real Property Acquisitions, adequate business opportunities exist in the area at the present time to relocate businesses so they can continue to offer their services to local residents.

Alternative 2f would result in expanded right-of-way, which would add additional hardscape, graded slopes, modified and new ramps, overcrossings and bridges, concrete barriers, and new retaining, tieback, and sound walls. The heights of retaining walls under Alternative 2f would be similar to those described for Alternatives 1 and 2.

Alternative 2f would modify the visual quality of the study area by introducing more urbanized and hardscape elements and, as a result, would affect the existing community character. Aesthetic features for retaining walls, sound walls, and bridge structures would minimize some of the project impacts to community character under Alternative 2f. Additional landscaping consistent with the *215/91 Corridor Master Plan* will also be implemented where existing landscaping is removed during construction and/or expanded right-of-way allows. Although the visual measures would minimize some of the impacts to community character in the City of Corona, the widened freeway facilities would contribute to continued urbanization of that area. Similar to the discussion above for Alternatives 1 and 2, not all the impacts of Alternative 2f related to community character can be minimized.

Alternative 2f would provide improved pedestrian and bicycle facilities within the project limits and improved sidewalks on the arterials crossing SR-91. Alternative 2f

would relocate an approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane to the north and farther away from SR-91, which would improve the pedestrian and bicycling experience in that area.

The widened freeway cross sections under Alternative 2f would result in wider overcrossings and undercrossings, which would increase the lengths of the roads and sidewalks on the overcrossings or in the undercrossings. Pedestrians and bicyclists may also perceive the longer overcrossings and undercrossings under Alternative 2f as negatively affecting their experiences as they cross the freeways and may inhibit their desire to cross the freeways, which would be an adverse effect on community cohesion.

Permanent Impacts

Alternatives 1 and 2

The Build Alternatives would acquire and remove a number of homes, which would permanently alter the character of the affected existing communities. Once complete, the project would result in a wider road through the study area and in some reconfigurations or modifications of existing roads, sidewalks, bicycle lanes, and driveways along and in the immediate vicinity of the project segments of SR-91 and I-15. On local streets affected by the project, sidewalks and crosswalks familiar to the residents would be modified and/or replaced with new sidewalks and crosswalks. Existing routes that are used to travel from one part of the community to another and are familiar to residents would be redesigned to accommodate project-related interchanges and area road improvements. Property acquisition would result in the relocation of residents, which would impact community character and cohesion. A summary of the properties that would be impacted by full or partial acquisitions is provided in Table 3.4.6. Because SR-91 is an existing facility, widening of the lanes would not divide an existing community or create a barrier between communities.

Available survey data indicate that up to 20 percent of residents displaced by the project could be considered low income. These data are derived from City of Corona housing statistics and field research conducted since the preparation of the *Draft Relocation Impact Report*. This could represent up to approximately 30 homes acquired for and removed by the project. For those affected residents who qualify for Section 8 Housing, the analysis derived from the *Final Relocation Impact Report* identified 89 homes in the replacement area that could accommodate that need.

Table 3.4.6 Summary of Property Acquisitions for the Build Alternatives

Alternative	Permanent Parcel Acquisitions				TCEs and PEs	
	Full Parcels		Partial Parcels		Number of Parcels	Total (sf)
	Number of Parcels	Total (sf)	Number of Parcels	Total (sf)		
Alternative 1 and Its Design Variations						
1a	Total: 81 Residential: 34 Nonresidential: 47	986,459	Total: 91 Residential: 17 Nonresidential: 87	69,266,056	200	2,046,993
1b	Total: 77 Residential: 29 Nonresidential: 48	940,851	Total: 92 Residential: 19 Nonresidential: 86	69,297,419	200	2,052,011
1c	Total: 75 Residential: 34 Nonresidential: 41	903,456	Total: 106 Residential: 19 Nonresidential: 87	69,976,084	206	2,062,139
1d	Total: 71 Residential: 29 Nonresidential: 42	857,938	Total: 94 Residential: 21 Nonresidential: 86	70,007,447	206	2,067,157
Alternative 2 and Its Design Variations						
2a	Total: 89 Residential: 39 Nonresidential: 50	1,103,761	Total: 140 Residential: 32 Nonresidential: 108	89,441,261	246	1,768,046
2b	Total: 85 Residential: 35 Nonresidential: 50	1,074,354	Total: 145 Residential: 36 Nonresidential: 109	89,550,161	244	1,766,848
2c	Total: 94 Residential: 40 Nonresidential: 54	1,161,625	Total: 159 Residential: 46 Nonresidential: 113	89,942,516	245	1,751,078
2d	Total: 91 Residential: 37 Nonresidential: 54	1,164,618	Total: 164 Residential: 50 Nonresidential: 114	90,016,568	242	1,746,396
2e	Total: 82 Residential: 39 Nonresidential: 43	934,444	Total: 148 Residential: 33 Nonresidential: 115	89,890,149	250	1,779,559
2f	Total: 85 Residential: 34 Nonresidential: 51	1,577,411	Total: 140 Residential: 39 Nonresidential: 101	90,671,417	212	1,708,767
2g	Total: 91 Residential: 40 Nonresidential: 51	1,101,145	Total: 163 Residential: 46 Nonresidential: 117	90,110,029	246	1,758,687
2h	Total: 88 Residential: 37 Nonresidential: 51	1,104,138	Total: 168 Residential: 50 Nonresidential: 118	90,184,081	243	1,760,944

Sources: *Draft Relocation Impact Report* (June 2010), *Final Relocation Impact Report* (for Alternative 2f only; November 2011), and Right-of-Way Data Sheets (September 2011).

PE = permanent easement

sf = square feet

TCE = temporary construction easement

On the local streets that cross SR-91 and I-15, the widened freeway cross sections would result in wider overcrossings and undercrossings, which would increase the lengths of the roads and sidewalks on the overcrossings or in the undercrossings. Therefore, the amount of time pedestrians and bicyclists spend on the overcrossings or in the undercrossings would increase compared to existing conditions. The new parts of the undercrossings would include lighting consistent with local standards for both vehicles and pedestrians. However, the segments of those roads under the

existing overcrossings would experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under SR-91. Measure T-4, provided in Section 3.6, addresses lighting in the undercrossings during final design and includes the provision of appropriate lighting in the new parts of the undercrossings and additional lighting in the existing parts of the undercrossings, if it is determined to be necessary. Measure V-1, provided in Section 3.7, provides for aesthetic treatments on paved slopes at undercrossings. Nonetheless, some pedestrians and bicyclists may perceive the longer overcrossings and undercrossings as negatively affecting their experiences as they cross the freeways and may inhibit their desire to cross the freeways, which would be an adverse effect on community cohesion. Alternatives 1 and 2 would improve pedestrian and bicycle facilities within the project limits with improved sidewalks on the arterials crossing SR-91. In addition, an approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane would be relocated north and farther away from SR-91, which would improve the bicycling experience in that area.

Residential Displacement Impacts Under Alternatives 1 and 2

Residential Displacement Impacts under Alternative 1 and Its Design Variations

As shown in Table 3.4.7, Alternative 1 and its design variations would result in the acquisition and removal of 21 single-family homes and 72 multifamily homes under Design Variations 1b and 1d, and 21 single-family homes and 96 multifamily homes under Design Variations 1a and 1c.

Table 3.4.7 Acquisition and Removal of Homes Under Alternative 1 and Its Design Variations

Type	Alternative 1 Design Variations			
	1a	1b	1c	1d
Single-Family Homes	21	21	21	21
Multifamily Homes ¹	96	72	96	72
Total Homes	117	93	117	93

Source: Right-of-Way Data Sheets (August 2010 and May 2011).

Note 1: The number of homes being acquired for and removed by the project may be higher than the total residential parcel acquisitions due to the high number of multifamily homes.

Note 2: Although a detailed phasing plan for the Initial Phase of Alternative 1 has not been developed, it is anticipated to result in the acquisition and removal of fewer homes than Alternative 1.

¹ Multifamily homes include mobile homes.

The majority of single-family and multifamily home acquisitions and removals occur from the intersection of SR-91 and Green River Road east to the intersection of SR-91 and I-15 in the City of Corona. Over 90 percent of the homes to be acquired and removed are between Smith Avenue and East Grand Boulevard along SR-91. These acquisitions and removals include single-family homes and multifamily homes (which include mobile homes). It should be noted that all the mobile homes are in one mobile home park that would be acquired and removed under both Build Alternatives. Although a detailed phasing plan for the Initial Phase of Alternative 1 has not been developed, it is anticipated to result in fewer home acquisitions and removals than the Initial Phase of Alternative 2 as described later in this section.

As noted earlier, all the property acquisition for Alternative 1 will be in the City of Corona. As discussed in Section 2.3.4, Phasing Plans for the Build Alternatives, all the Alternative 1 project improvements between approximately SR-71 and I-15 in the City of Corona will be constructed in the Initial Phase. As a result, nearly all the acquisitions of homes and removals listed in Table 3.4.7 for Alternative 1 and its design variations will occur during the Initial Phase of Alternative 1.

Residential Displacement Impacts under the Initial Phase of Alternative 2 and Its Design Variations

As shown in Table 3.4.8, the Initial Phase of Alternative 2 and its design variations would result in the acquisition and removal of 18 to 24 single-family homes and 81 to 129 multifamily homes, depending on the design variation. Similar to Alternative 1, these home acquisitions and removals would occur within the same area along SR-91 between Green River Road and I-15. The majority of the acquired and removed residential units would be single-family homes and mobile homes.

As noted earlier, all the property acquisition for Alternative 2 will be in the City of Corona. As discussed in Section 2.3.4, all the Alternative 2 project improvements between approximately SR-71 and I-15 in the City of Corona will be constructed in the Initial Phase. As a result, as shown in Table 3.4.8, the acquisition and removal of all but nine multifamily homes for Alternative 2 and its design variations, including Alternative 2f, will occur during the Initial Phase

**Table 3.4.8 Acquisition and Removal of Homes Under Alternative 2
and Its Design Variations**

Type	Design Variations							
	2a	2b	2c	2d	2e	2f	2g	2h
Initial Phase of Alternative 2 and Its Design Variations								
Single-Family Homes	23	24	23	24	23	18	23	24
Multifamily Homes	105	81	129	118	105	118	129	118
Total Homes	128	105	152	142	128	136	152	142
Alternative 2 and Its Design Variations								
Single-Family Homes	23	24	23	24	23	18	23	24
Multifamily Homes	114	90	138	127	114	127	138	127
Total Homes	137	114	161	151	137	145	161	151
Number of Homes Acquired After the Initial Phase of Alternative 2								
Single-Family Homes	0	0	0	0	0	0	0	0
Multifamily Homes	9	9	9	9	9	9	9	9
Total Homes	9	9	9	9	9	9	9	9

Sources: *Draft Relocation Impact Report* (June 2010) and *Final Relocation Impact Report* (for Alternative 2f only; November 2011).

Note: The number of homes being acquired for and removed by the project may be higher than the total residential parcel acquisitions due to the high number of multifamily homes.

¹ Multifamily homes include mobile homes.

of Alternative 2. As shown in Table 3.4.8, acquisition and removal of nine multifamily homes would be necessary for the improvements constructed after the Initial Phase of Alternative 2.

Residential Displacement Impacts under Alternative 2 and Its Design Variations

As shown in Table 3.4.8, Alternative 2 and its design variations would acquire and remove 18 to 24 single-family homes and 90 to 138 multifamily homes (depending on the design variation), resulting in the highest number of homes needing to be acquired. The largest demographic of impacted residential types is mobile home units, followed by multifamily duplex and apartment homes.

Because of Corona's demographics and the commercial and residential resources available in the immediate areas surrounding the project limits, it is anticipated that there would be ample relocation sites, residential units, and business units for all owner and tenant displacees, both residential and commercial. Recent research provided in the *Final Relocation Impact Report* (for Alternative 2f only) indicates that housing would be widely available at the time the acquisition process begins.

Specifically, demographic research for the City of Corona by the Southern California Multiple Listing Service (MLS) and commercial and residential resources from Realquest.com and Loopnet.com have demonstrated ample

availability of both commercial and residential inventory in the immediate project area. Attachments 3.4.A through 3.4.I provide a list of residential and commercial relocation opportunities, and identify a large number of residential and business replacement properties available for lease and/or purchase in the general vicinity of the SR-91 CIP as of July 2011. This research has also provided indicators that the availability of housing and commercial sites should be widely anticipated throughout the duration of the acquisition and relocation process.

The relocation or replacement area is defined as the immediate local vicinity where residential and business displacees would likely secure replacement sites. Generally, if the resources of the immediate area permit, residential relocatees prefer to relocate as close as possible to their existing location, and businesses prefer to do the same. Because the Cities of Corona and Riverside have sufficient resources to absorb the project's displacement needs, they are anticipated to be the primary relocation regions.

Nonresidential Relocation Impacts Under Alternatives 1 and 2

Property acquisitions would result in the relocation of established businesses and places of employment, which would impact community character and cohesion. The majority of the nonresidential relocations would occur along SR-91 between Auto Center Drive and the SR-91/I-15 junction in the City of Corona. Only one business to be relocated, a fast food restaurant, is west of Auto Center Drive, on Green River Road.

As noted earlier, all the property acquisition for Alternatives 1 and 2 will be in the City of Corona. As discussed in Section 2.3.4, all the Alternative 1 and 2 project improvements between approximately SR-71 and I-15 in the City of Corona will be constructed in the Initial Phases of those Build Alternatives. As a result, similar to the acquisition and removal of homes described earlier, nearly all the acquisitions of nonresidential properties listed in Tables 3.4.9 and 3.4.10 for Alternatives 1 and 2 and their design variations, respectively, will occur during the Initial Phases of Alternatives 1 and 2.

Nonresidential Relocation Impacts under Alternative 1 and Its Design Variations

As shown in Table 3.4.9, Alternative 1 and its design variations would result in business relocation impacts ranging from 110 displaced businesses under Design Variation 1c to 189 businesses under Design Variation 1b.

**Table 3.4.9 Business Displacements Under
Alternative 1 and Its Design Variations**

Business Type	Alternative 1 and Its Design Variations			
	1a	1b	1c	1d
Light Manufacturing ¹	149	149	73	73
Low-Rise Office ²	19	19	19	19
Other Retail/Service	20	21	18	19
Government/Public	0	0	0	0
Total Nonresidential¹	188	189	110	111

Sources: Right-of-Way Data Sheets (August 2010 and May 2011) and *Employment Density Study Summary Report* (SCAG 2001).

¹ The land use category "Light Manufacturing" includes the following: industrial, industrial/commercial, and industrial/office.

² The land use category "Low-Rise Office" includes the following: commercial, commercial/office, and office.

³ Nonresidential uses include industrial, retail/service, office, and special purpose. Displacements are based on the number of individual businesses, not on parcel data.

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Although a detailed phasing plan for the Initial Phase of Alternative 1 and its design variations has not been developed, it is anticipated to result in fewer business displacement impacts than the impacts estimated under the Initial Phase of Alternative 2.

Nonresidential Relocation Impacts under Alternative 2 and Its Design Variations

The business displacements under Alternative 2 and its design variations shown in Table 3.4.10 would range from 88 displaced businesses under Design Variation 2f to 275 businesses under Design Variation 2d.

**Table 3.4.10 Business Displacements Under Alternative 2 and Its
Design Variations**

Business Type	Design Variations							
	2a	2b	2c	2d	2e	2f	2g	2h
Alternative 2								
Light Manufacturing ¹	227	227	231	231	180	34	229	229
Low-Rise Office ²	19	19	19	19	19	19	19	19
Other Retail/Service	24	25	24	25	22	35	23	24
Government/Public	0	0	0	0	0	0	0	0
Total Nonresidential³	270	271	274	275	221	88	271	272

Sources: *Draft Relocation Impact Report* (June 2010), *Final Relocation Impact Report* (for Alternative 2f only; November 2011), and *Employment Density Study Summary Report* (SCAG 2001).

¹ The land use category "Light Manufacturing" includes the following: industrial, industrial/commercial and industrial/office.

² The land use category "Low-Rise Office" includes the following: commercial, commercial/office, and office.

³ Nonresidential uses include industrial, retail/service, office, and special purpose. Displacements are based on the number of individual businesses, not on parcel data.

SCAG = Southern California Association of Governments

Other nonresidential impacts of Alternatives 1 and 2 would include indirect impacts such as changes to the business clientele. Relocated businesses may require time to re-establish loyal long-term customers. Existing customers without automobile transportation would likely be affected and may not be able to follow businesses to their new locations. However, as discussed in Section 3.4.2, Relocations and Real Property Acquisitions, adequate business opportunities exist within the study area vicinity at the present time to relocate businesses so they can continue to offer their services to local residents.

The improved transportation infrastructure would also serve to benefit these communities and local businesses by providing improved connections to other parts of the study area and the region as a whole. Community services in the study area, such as fire and police protection, would be more readily available with the Build Alternatives because mobility in the study area would improve over existing conditions.

Overall, as discussed in Section 3.4.2, adequate resources to relocate residents and businesses currently exist in the study area vicinity. The Build Alternatives would not divide an existing community or create a barrier between communities. Therefore, no permanent impacts to community character and cohesion would occur as a result of Alternatives 1 and 2.

Advance Acquisition of Land for the Build Alternatives

Authority and Categories for Advance Land Acquisition

Under the authority of 23 CFR 710.501 and 710.503, Chapter 5 of the Caltrans *Right-of-Way Manual*, and the Department policy memorandum “Guidelines for Early Acquisition Prior to Environmental Approval (Projects on State Highway System Only)” (July 18, 2007), RCTC is proceeding with the purchase of right-of-way for the project in qualifying situations, prior to a project receiving environmental approval. The Department policy memorandum outlines three categories for qualification of advance acquisition of land for a project: Hardship Acquisition, Protective Buying, and Open Market Transaction. Those categories are defined as:

- **Hardship Acquisition:** To be considered for hardship acquisition, a property owner must be under unusual personal circumstances aggravated by the project.

- **Protective Buying:** To be considered for protective buying, a parcel must be subject to imminent substantial building activity or appreciation would cause the land value to increase substantially faster than the STIP inflation rate for construction projects.
- **Open Market Transaction:** To be considered for an open market transaction, an individual property must be for sale on the open market, and the property owner's decision to sell must be unsolicited by the local public agency.

Cost Exposure

The RCTC is contractually responsible for providing the right-of-way to the design-builder within the timelines provided in the design-build contract. Any delay in awarding the design-build contract after the issuance of the ROD to allow for additional acquisitions would cost RCTC approximately \$3 million to \$4 million per month. A delay during construction (such as a delay associated with a complex business relocation) could expose RCTC to approximately \$8 million to \$10 million in additional costs per month. The cost exposure to the RCTC is substantially reduced by acquiring the needed parcels as early in the process as possible.

Project Funding

As described in Section 2.3.4.2, Need for the Phasing Plans, the project would be funded by a combination of sales tax measure funds and/or toll revenue bonds and possible federal sources/loans. Successful sale of the toll revenue bonds would be directly tied to RCTC's ability to meet project delivery schedule commitments, of which right-of-way acquisition is a critical step.

RCTC acknowledges and solely accepts the financial risk associated with early acquisition activities approved by the Department. RCTC is using local funds and is not requesting reimbursement for right-of-way acquired in the early acquisition phase. All acquisitions for the project, including the advance acquisitions, are being (or would be) conducted in compliance with the Uniform Act and the RCTC Relocation Assistance Program (RAP) for implementing the Uniform Act, as described later in Section 3.4.2.5, Avoidance, Minimization, and/or Mitigation Measures for Relocations and Real Property Acquisition, and Appendix D, Summary of Relocation Benefits. All early acquisitions are also being conducted in compliance with 49 CFR

710.501 (b) “Eligible Costs” to maintain eligibility for a federal soft match in the future.

Early Right-of-Way Acquisition

On April 5, 2011, the Department approved RCTC’s request to proceed with the voluntary early acquisition of up to 147 parcels prior to completion of the environmental process and selection of the Preferred Alternative. The 147 commercial and residential parcels were determined to be full and partial acquisition core parcels. Core parcels are defined as those parcels that would be needed for the implementation of any Build Alternative or design variation under consideration. As such, the full and partial core parcels would be common to all the Build Alternatives.

As of June 30, 2012, RCTC has purchased 20 parcels (15 residential and 5 nonresidential), has closed escrow on 4 parcels (4 residential), and is actively negotiating or appraising the remaining 121 full and partial core parcels (73 residential and 100 nonresidential). In addition to the 147 core parcels that were previously approved by the Department for consideration of early acquisition, RCTC submitted a Supplemental Early Acquisition request and received approval from the Department on May 12, 2012, to proceed with early acquisition for an additional 50 parcels on May 30, 2012.

The initiation of early acquisition activities prior to completion of the environmental document and the selection of the Preferred Alternative is in accordance with FHWA as set forth in 23 CFR Part 710.501, and CEQA Guidelines Section 15004 (b)(2)(A). The early acquisition of right-of-way for the SR-91 CIP has not influenced the environmental analysis or process, including decisions related to the need to construct the project or identification of Alternative 2f as the Preferred Alternative.

Temporary Impacts

Alternatives 1 and 2

Construction of the Build Alternatives would temporarily affect the communities crossed by the project segments of SR-91 and I-15. Construction activities include grading, excavation, road detours, and relocation. These construction activities would occur throughout the project construction period. Temporary construction impacts could include disruption of local traffic patterns (traffic diversions due to local road, temporary ramp and mainline lane closures) and access to homes, businesses, and

community facilities, including schools and libraries; increased traffic congestion; and increased noise, vibration, and dust.

During construction of the Build Alternatives, some freeway ramps and connectors on SR-91 would require major reconstruction or realignment. Complete closure of the ramps or connectors would be required for certain periods of time or on weekends during construction. Ramp closure scenarios were evaluated to ensure minimal inconvenience to the traveling public. Preliminary construction staging plans were developed to ensure that the closure durations would be minimized and, if at all possible, no concurrent multiple closures would occur. Detours provided during construction of the project that would redistribute traffic flow currently using the local road system may contribute to potential delays.

In addition, the existing cross sections on local streets crossing the project segments of SR-91 and I-15 may be narrowed or reduced to accommodate the temporary construction activities. As a result, sidewalks may be temporarily closed at these crossings. On-street bicycle facilities on Green River Road and Magnolia Avenue at their crossings of SR-91 may also be temporarily closed so that the reduced street cross section can provide sufficient vehicle travel lanes to accommodate vehicle traffic. As a result, pedestrian and bicycle access across SR-91 and I-15 may be temporarily disrupted during construction.

Short segments of the Santa Ana River Trail/Bike Lane west of the Green River Golf Club and east of Featherly Regional Park may be closed temporarily during construction for the safety of users of the Trail/Bike Lane and construction personnel. These closures are anticipated to be of very limited duration (e.g., hours and days) and alternate routes would be provided.

The impacts to traffic circulation and pedestrian and bicycle facility access during construction are temporary. Implementation of a TMP, described in Measure T-1 in Section 3.6, would reduce temporary construction-related impacts to circulation and access. As a result, impacts to existing community connectivity during construction would be minimized.

Short-term noise, vibration, and dust impacts would occur during construction of the Build Alternatives. However, construction would not be staged in areas where sensitive receptors such as homes are present. In addition, the project construction would comply with standard air quality Measures SC-1 through SC-5 (provided in Section 3.14, Air Quality) and standard noise/vibration Measures N-2 and N-3

(provided in Section 3.15, Noise). With the implementation of those measures, the construction-related noise and air quality impacts would not result in impacts related to community character and cohesion.

3.4.1.4 Avoidance, Minimization, and/or Mitigation Measures Measures for Community Character and Cohesion

Measures CI-1 through CI-3, provided later in Section 3.4.2.5, would minimize impacts on community character and cohesion related to property acquisition for the Initial Phases and Ultimate Projects under Alternatives 1 and 2.

Refer also to Appendix D, Summary of Relocation Benefits, which describes RCTC's relocation process and potential benefits available for displaced residents, tenants, and businesses.

As discussed above, the Build Alternatives and their design variations would result in home and business property acquisitions that would impact community character and cohesion. Based on Corona's demographics and the commercial and residential resources available in the immediate areas surrounding the project limits, it is anticipated there are adequate resources in the study area cities to relocate the affected residents and businesses. (Refer to Attachments 3.4.A through 3.4.I for a list of available residential and commercial properties.) Therefore, because adequate resources exist in the study area cities to relocate the affected residents and businesses, the Build Alternatives and their design variations would not divide an existing community or create a barrier between communities, and no avoidance, minimization or mitigation measures are required.

Construction, including construction staging, may impact local streets and access to communities and business in the study area. To minimize disruptions due to traffic delays and closures, a TMP will be developed during final design and implemented during construction to reduce project-related temporary impacts to community character and cohesion. The TMP will be tailored to accommodate major traffic movements during construction and to minimize construction impacts with traffic management techniques such as traffic controls, traffic diversions to alternate routes, transportation demand management, public awareness measures (including signing, mailers, brochures, newspaper articles, the Internet), and a Construction Zone Enhanced Enforcement Program (COZEEP). The objective of the TMP is to maintain the safe movement of vehicles through the construction zone as well as the highest level of traffic circulation and access during the project construction period. The TMP

will include a PAC, a media communication program, and a construction detour and signing plan developed for the periods of temporary ramp and lane closures during each construction stage. The detailed construction staging, traffic control, detour, and signing plans for the project will be developed as part of the final design phase. Refer to Section 3.6 for additional discussion regarding the TMP.

3.4.2 Relocations and Real Property Acquisitions

3.4.2.1 Regulatory Setting

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix D for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 USC 2000d et seq.). Please see Appendix C for a copy of the Department's Title VI Policy Statement.

3.4.2.2 Affected Environment

The information in this section is based on the CIA, the Right-of-Way Data Sheets, and the *Final Relocation Impact Report* (for Alternative 2f only). The project study area consists of a mix of urbanized, mixed-use, residential, agricultural, industrial/commercial, and open space uses. Existing land uses in the study area were shown earlier on Figure 3.1-1. Residential properties are properties developed in single-family homes, mobile homes, and multifamily homes. Nonresidential properties include retail trade, finance, insurance, services, government/nonprofit, and other types of nonresidential land uses.

Full acquisition of a property is defined as the acquisition of an entire legal parcel of land. Full acquisitions result in the removal of occupied or unoccupied homes and commercial structures or can be full acquisitions of vacant parcels. A partial acquisition is required if anything less than the full parcel is necessary for the construction of project improvements. The displacement of some businesses and residential units will occur and, in certain circumstances, modification of the existing use on site may be required. Typically, partial acquisitions consist of slivers of land

from back, side or front yards, landscaped areas, or parking areas. Partial acquisitions typically result in minor impacts, but in higher density, more urbanized centers, partial acquisitions can sometimes result in modifying the remaining uses on the parcel.

The severity of property acquisition impacts varies greatly with the population involved. For instance, if a person is highly mobile and has had a history of changing homes frequently, the impact may only be a minor inconvenience. However, if a community is stable and cohesive and residents have been in their homes for many years, many of the displaced persons may have a difficult time adjusting to new homes and neighborhoods because they have a strong attachment to their existing homes and neighborhoods.

The areas where right-of-way would be required for the project begins approximately at the intersection of Green River Road and SR-91, and continues east to the intersection of SR-91 and I-15. The area within the project right-of-way includes residential, retail, office, and industrial uses, and vacant land.

3.4.2.3 Environmental Consequences

Summary of Impacts

Alternative 1 would result in the acquisition and removal of 21 single-family homes under all design variations, and 72 to 96 multifamily homes, depending on the design variation. Alternative 2 would result in the acquisition and removal of 18 to 24 single-family homes and 81 to 129 multifamily homes, depending on the design variation. The majority of the homes acquired and removed under Alternatives 1 and 2 are in the City of Corona along SR-91 between Green River Road and I-15.

Business parcel acquisitions under Alternative 1 would displace approximately 110 and 189 businesses, depending on design variation. Alternative 2 with design variation 2f would displace approximately 88 businesses within the City of Corona. The total employee displacements estimated for Alternative 1 range from 114 to 527 employees, depending on the design variation. The total employee displacements estimated for Alternative 2 range from 133 to 576 employees depending on the design variation. However, based on current market availability described in the *Final Relocation Impact Report*, the supply of potential replacement business sites in other areas would remain adequate. Although some businesses may temporarily close or relocate during a prolonged construction period, this impact would be localized and would not likely result in long-term changes in land use.

All full business parcel acquisitions under Alternatives 1 and 2 would occur in the City of Corona. The amount of tax levied is approximately 1 percent of the assessed property value. The reported property tax collected in the entire City of Corona totaled \$160,219,509.15 in 2007/2008. The potential property tax losses under Alternative 1 and its design variations would result in between \$188,691 and \$279,889 in property tax revenue losses, depending on the design variation. The potential property tax losses under Alternative 2 and its design variations would result in between \$274,216 and \$399,372 in property tax revenue losses, depending on the design variation. In addition, the right-of-way acquisitions associated with the Build Alternatives would result in the relocation of a number of sales tax-generating businesses in the City of Corona.

Under Alternative 1, the potential sales tax loss from the business relocations in the City of Corona would range between \$442,343 and \$494,825, depending on the design variation. These relocations under Alternative 1 would result in a loss of 1.5 to 1.7 percent of the overall sales tax revenues in the City of Corona.

Under Alternative 2, the potential sales tax losses from the business relocations in the City of Corona would range between \$517,317 and \$607,285, depending on the design variation. These relocations under Alternative 2 would result in a loss of 1.7 to 2.2 percent of overall sales tax revenues in the City of Corona.

Nonoccupant owners leasing space to others refers to those owners of properties being acquired for the project who do not occupy the property but lease the space to others. This could be considered a business and may be eligible for certain benefits under the RAP identified in the *Final Relocation Impact Report* (for Alternative 2f only).

Another impact not typically considered is the acquisition and removal of storage facility units. Depending on the design variation, Alternative 1 would acquire and remove 50 to 122 storage units, and Alternative 2 would displace 154 to 199 storage units. In considering the number of displacements for the project, storage facilities were not considered in the overall number of business parcel displacements.

Because of Corona's demographics and the commercial and residential resources available in the immediate areas surrounding the project limits, it is anticipated that there would be ample resources for all residential and commercial owners and tenant displacees. However, the removal of homes and business would change the

community character of the areas. Measures CI-1 through CI-3 would minimize those effects to community character and cohesion as a result of property acquisition.

Temporary impacts that may result as part of the project include temporary jobs that would be created by construction of the project. The direct effect is the number of construction jobs created to construct the project. The indirect effect is the additional employment and business activity that would be generated in the regional economy based on the expenditure of funds for construction materials and labor. Therefore, implementation of the project would be considered a beneficial effect. It is estimated that Alternative 1 would generate between 21,762 and 22,736 total direct and indirect jobs, depending on the design variation. Alternative 2 is estimated to generate between 30,563 and 32,154 total direct and indirect jobs, depending on the design variation.

As noted earlier, all the property acquisition for Alternatives 1 and 2 will be in the City of Corona. As discussed in Section 2.3.4, all the Alternative 1 and 2 project improvements between approximately SR-71 and I-15 in the City of Corona will be constructed in the Initial Phases of those Build Alternatives. As a result, the project effects related to acquisition of residential and nonresidential properties in the City, including effects related to losses in sales and property taxes, would nearly all occur in the Initial Phases of Alternatives 1 and 2.

Summary of Impacts for Alternative 2f

Alternative 2f has been identified as the Preferred Alternative. The Initial Phase under Alternative 2f would result in the acquisition and removal of 18 single-family and 118 multifamily homes. The Ultimate Project under Alternative 2f would result in the acquisition and removal of an additional 9 multifamily homes. As a result, Alternative 2f would displace 507 residents.

Business parcel acquisitions under Alternative 2f would displace 88 businesses in the City of Corona. The total employee displacements estimated for Alternative 2f range from 169 to 576. As discussed above for Alternatives 1 and 2, based on current market trends, the supply of potential replacement business sites in other areas would remain adequate. Although some businesses may temporarily close or relocate during a prolonged construction period, this impact would be localized and would not likely result in long-term changes in land use in the City of Corona.

Alternative 2f would result in \$298,825 in property tax revenue losses in the City of Corona. In addition, the right-of-way acquisition associated with Alternative 2f would

result in the relocation of a number of sales tax-generating businesses in the City of Corona. The sales tax losses in the City of Corona under Alternative 2f would be \$659,766. The business relocations under Alternative 2f would result in a loss of 2.2 percent of the overall sales tax revenues in the City of Corona.

Because of Corona's demographics and the commercial and residential resources available in the immediate areas surrounding the project limits, it is anticipated there would be ample resources for all residential and commercial owners and tenant displacees.

Alternative 2f would displace 10 billboards in the City of Corona. As discussed for Alternatives 1 and 2, to minimize impacts associated with the relocation of digital and static billboards, RCTC (Project Engineer and Right-of-Way Agents) will work with the billboard owners and the City of Corona to assist with relocations within the City in accordance with the City's sign ordinances and the issuance of the appropriate Department permits and approvals.

Alternative 2f would also result in temporary effects including construction jobs and other additional employment and business activity that would be generated in the regional economy based on the expenditure of funds for construction materials and labor. The Initial Phase of Alternative 2f would generate an estimated 7,681 direct jobs and 14,796 indirect jobs. The Ultimate Project under Alternative 2f is estimated to generate an additional 2,931 direct jobs for a total of 10,612 direct jobs and an additional 5,645 indirect jobs for a total of 20,441 indirect jobs.

Relocations

Permanent Impacts

Alternatives 1 and 2

The Build Alternatives would require full and partial acquisition of private property, including homes and businesses. Generally, partial acquisitions do not require relocations, but they may become necessary in some situations. Under some instances, full acquisition of a single parcel and the removal of the home/homes on that parcel would result in a relocation of several households (e.g., relocation of multifamily homes such as condos and apartment complexes) or businesses (e.g., business parks, strip malls). As a result, the numbers of full acquisitions will not match the relocation and displacement numbers. A summary of the properties that would be impacted by full or partial acquisitions was provided earlier in Table 3.4.6.

As discussed above in Section 3.4.1.3, Environmental Consequences, Alternatives 1 and 2 would result in the permanent acquisition of businesses (i.e., commercial, industrial, and manufacturing businesses) and homes (i.e., mobile homes, single-family, multifamily) parcels.

Residential Displacements

As shown in Table 3.4.11, it is estimated that Alternative 1 would acquire and remove between 93 and 117 homes, depending on the design variation. For this environmental analysis, it was assumed that one home was located on each parcel zoned for residential use. Current right-of-way mapping shows that all of these residential acquisitions and removals would occur in the City of Corona. Most of the residential acquisitions and removals involve multifamily homes; however, some single-family homes would also be acquired.

Table 3.4.11 Removal of Homes and Displacements of Residents by Alternative 1

Type	Alternative 1 and Its Design Variations			
	1a	1b	1c	1d
Number of Homes Removed ¹	117	93	117	93
Total Residents Displaced ²	410	326	336	252

Source: Right-of-Way Data Sheets (August 2010 and September 2011).

¹ Removals are based on homes, not on parcel data.

² Based on an average of 3.5 persons per home.

As shown in Table 3.4.11, depending on the design variation, homes acquired and removed under Alternative 1 would displace between 252 and 410 residents from the study area.

The acquisition and removal of homes and the displacement of residents under Alternative 2 and its design variations are shown in Table 3.4.12. Alternative 2f would displace 507 residents.

All relocations required for the Build Alternatives will be handled in accordance with the Uniform Act.

The median home value within a 1 mi radius of the project limits is \$303,531, and the percentage of owner-occupied housing is 38.2 percent. The replacement housing/business property research survey completed for the *Final Relocation Impact Report* was conducted during July 2011 in order to

Table 3.4.12 Removal of Homes and Displacements of Residents by Alternative 2

Type	Design Variations							
	2a	2b	2c	2d	2e	2f	2g	2h
Alternative 2 and Its Design Variations								
Number of Homes Removed ¹	137	114	161	151	137	145	161	151
Total Residents Displaced ²	480	399	564	529	480	507	564	529

Sources: *Draft Relocation Impact Report* (June 2010) and *Final Relocation Impact Report* (for Alternative 2f only; November 2011).

¹ Removals are based on homes, not on parcel data.

² Based on an average of 3.5 persons per home.

determine the market availability within the City of Corona and nearby communities. The replacement housing survey identified 192 single-family homes and 81 multifamily homes available for rent, and 250 single-family homes and up to 61 multifamily homes available for purchase.

Attachments 3.4.A through 3.4.I at the end of this section list residential and business replacement properties available for lease and/or purchase in the general vicinity of the SR-91 CIP as of July 2011. The tables in Attachments 3.4.A through 3.4.I provide the following information for the available replacement properties: type of property, location (street address and city), size, and price range. This information is current as of July 2011, when the research for available relocation properties was conducted.

Based on this information and considering the abundant housing stock developed during the past decade, the recent downward trend in the housing market in Riverside County, and a surplus of homes on the market, it is expected that a sufficient number of comparable replacement dwellings meeting decent, safe, and sanitary standards exist within the study area cities. It is anticipated that finding replacement housing for owner- or tenant-occupied homes would not present any unusual problems for the project.

Business and Employee Displacement Impacts

Business and employee displacements by Alternatives 1 and 2 and their design variations are shown in Table 3.4.13. As shown, Alternative 1 with Design Variation 1c would displace approximately 110 nonresidential units. Alternative 1 with Design Variation 1b would displace approximately 189 nonresidential units. Alternative 2 with Design Variation 2f would displace approximately 242 nonresidential units and 169 to 576 employees.

Table 3.4.13 Business and Employee Displacements by Alternatives 1 and 2 and Their Design Variations

Type	Alternative 1				Alternative 2							
	1a	1b	1c	1d	2a	2b	2c	2d	2e	2f	2g	2h
Nonresidential Units Removed ¹	188	189	110	111	270	271	274	275	221	242	271	272
Total Employees Displaced ²	133– 438	114– 527	133– 410	114– 500	133– 464	133– 554	133– 404	133– 553	133– 450	169– 576	133– 400	133– 548
Percentage of Employees Displaced ³	0.18– 0.59	0.15– 0.71	0.18– 0.55	0.15– 0.67	0.18– 0.62	0.18– 0.74	0.18– 0.54	0.18– 0.79	0.18– 0.60	0.2– 0.75	0.18– 0.59	0.18– 0.73

Sources: *Draft Relocation Impact Report* (June 2010), *Final Relocation Impact Report* (for Alternative 2f only; November 2011), Right-of-Way Data Sheets (August 2010 and September 2011), and *Employment Density Study Summary Report* (SCAG 2001).

¹ Removals are based on business units, not on parcel data.

² Based on types of business (e.g., light manufacturing, low-rise office, other retail/service, and government/public).

³ Based on the City of Corona Employee Labor Force, <http://www.edd.ca.gov>, accessed on June 3, 2010).

SCAG = Southern California Association of Governments

The total employee displacements estimated for Alternative 1 range from 114 to 527 employees, depending on the design variation. The total employee displacements estimated for Alternative 2 range from 133 to 615 employees, depending on the design variation. The number of displaced employees was calculated on the basis of the coefficients provided in the *Employment Density Study Summary Report* (SCAG 2001), *Draft Relocation Impact Report*, and *Final Relocation Impact Report* (for Alternative 2f only). The affected businesses were divided into four sets: light manufacturing, low-rise office, other retail/service, and government/public land use categories. The largest employee demographic for the project is the light manufacturing land use category. The number of displaced employees was compared to the City of Corona employed labor force (74,600 persons) as estimated in 2008 by the United States Census Bureau. All affected non-residential parcels acquired under Alternatives 1 and 2, not including storage facility units, are currently designated as various light manufacturing, low-rise office, other retail/service, and government/public land use types.

The numbers of employees displaced by Alternatives 1 and 2 and their design variations are provided in Table 3.4.13. As shown, Alternative 2f would result in 242 nonresidential unit acquisitions.

As stated previously, the replacement housing/business property research survey was conducted to determine the market availability within the City of Corona and nearby communities. The replacement survey identified 576

commercial properties available for lease and 295 commercial properties available for purchase. Based on current market trends, the supply of potential replacement business sites in other areas would remain adequate.

It should be noted that market trends may contribute to challenges in the future, potentially requiring some of the businesses to relocate outside of the displacement area. However, considering the existing congestion of some of the local area access routes and/or other challenges in the local market (including age, condition, and quality of the available sites), some businesses may choose to re-establish in more modern facilities (e.g., in established industrial parks), thus benefiting from enhanced access and operation capabilities.

Nonoccupant owners leasing space to others refers to those owners of properties being acquired for the project who do not occupy the property but lease the space to others. This could be considered a business and may be eligible for certain benefits under the relocation assistance program identified in the *Final Relocation Impact Report*.

Storage Facility Displacement Impacts

Another impact not typically considered a displacement or not fitting into the categories listed in Table 3.4.13 is moving personal property and nonoccupant owners' leasing space to others for storage facility displacements. The partial or full acquisition of storage facilities in the study area may require the removal of personal property from the affected individual units. Table 3.4.14 shows the approximate number of storage units that would be acquired and removed under Alternatives 1 and 2 and their design variations. In considering the number of displacements for the project, storage facilities were not considered in the overall number of business parcel displacements but are identified in Table 3.4.14.

Table 3.4.14 Storage Facility Removals by Alternatives 1 and 2 and Their Design Variations

Type	Alternative 1				Alternative 2							
	1a	1b	1c	1d	2a	2b	2c	2d	2e	2f	2g	2h
Storage Units Removed	122	122	50	50	199	199	199	199	157	154	199	199

Sources: *Draft Relocation Impact Report* (June 2010) and *Final Relocation Impact Report* (for Alternative 2f only; November 2011).

¹ Removals are based on business units, not on parcel data.

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, no relocations would be required, and no displacement of residents or employees would occur.

Temporary Impacts

Alternatives 1 and 2

Temporary construction impacts could include disruption of local traffic patterns (traffic diversions due to local road, temporary ramp, and mainline lane closures) and access to homes, businesses, and community facilities; increased traffic congestion; and increased noise, vibration, and dust. Although some businesses may close or relocate during a prolonged construction period, this impact would be localized and would not likely result in substantial relocations. Likewise, other community facilities, including schools and libraries, would be indirectly impacted by construction activities but would not result in relocations.

3.4.2.4 Economics

As noted earlier, all the property acquisition for Alternatives 1 and 2 will be in the City of Corona. As discussed in Section 2.3.4, all the Alternative 1 and 2 project improvements between approximately SR-71 and I-15 in the City of Corona will be constructed in the Initial Phases of those Build Alternatives. As a result, the project effects related to acquisition of residential and nonresidential properties in the City, including the effects related to losses in sales and property taxes described in this section, would nearly all occur in the Initial Phases of Alternatives 1 and 2.

Property Taxes

All full-parcel acquisitions under Alternatives 1 and 2 would occur in the City of Corona. The amount of tax levied is approximately 1 percent of the assessed property value. The amount of property tax loss was estimated based on property taxes paid to the Riverside County Assessor's Office. The property taxes paid were obtained from the property tax bills assessed and collected in 2007/2008 from the impacted parcels in the City of Corona. The reported property tax collected in the entire City of Corona totaled \$160,219,509.15 in 2007/2008.

Annual Property Tax Revenue Losses under Alternative 2

The potential property tax losses under Alternatives 1 and 2 and their design variations are shown in Table 3.4.15.

Table 3.4.15 Property Tax Losses Under Alternatives 1 and 2 and Their Design Variations

Property Tax Revenue: \$160,219,509		
Alternative	Property Tax Loss	% of Revenue Loss
Alternative 1		
1a ¹	\$279,889	0.17%
1b ²	\$221,893	0.14%
1c ³	\$246,687	0.15%
1d ⁴	\$188,691	0.12%
Alternative 2		
2a ⁵	\$359,713	0.22%
2b ⁶	\$335,415	0.21%
2c ⁷	\$399,372	0.25%
2d ⁸	\$375,074	0.23%
2e ⁹	\$298,514	0.19%
2f ¹⁰	\$298,825	0.18%
2g ¹¹	\$303,595	0.19%
2h ¹²	\$352,740	0.22%

Sources: Riverside County and Orange County Treasurer Tax Collectors (2010).

Note: Property tax revenue estimations are approximate and will be finalized during final design.

¹ Out of 81 full acquisitions, only 40 had no tax information

² Out of 77 full acquisitions, only 15 had no tax information.

³ Out of 75 full acquisitions, only 40 had no tax information.

⁴ Out of 71 full acquisitions, only 35 had no tax information.

⁵ Out of 89 full acquisitions, only 3 had no tax information.

⁶ Out of 85 full acquisitions, only 3 had no tax information.

⁷ Out of 94 full acquisitions, only 6 had no tax information.

⁸ Out of 91 full acquisitions, only 6 had no tax information.

⁹ Out of 82 full acquisitions, only 4 had no tax information.

¹⁰ Out of 85 full acquisitions, only 3 had no tax information.

¹¹ Out of 91 full acquisitions, only 6 had no tax information.

¹² Out of 88 full acquisitions, only 7 had no tax information.

As shown in Table 3.4.15, Alternative 1 and its design variations would result in between \$188,691 and \$279,889 in property tax revenue losses, depending on the design variation. Alternative 2 and its design variations would result in between \$274,216 and \$399,372 in property tax revenue losses.

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, no property acquisitions would be required, and no loss of property tax revenue would occur.

Sales Tax Revenue

When businesses cease to operate, the State and local jurisdictions lose sales tax revenues. This analysis provides an estimate of the annual sales tax revenue losses to city, county, and State governments as a result of the nonresidential acquisitions that would occur under Alternatives 1 and 2. The right-of-way acquisitions associated

with the Build Alternatives would result in the relocation of a number of sales tax-generating businesses in the City of Corona, specifically 88 business relocations under Alternative 2f. Losses in sales tax revenue are approximate and will be finalized during final design.

Annual Sales Tax Revenue Losses under Alternatives 1 and 2

The potential annual sales tax revenue losses to the City of Corona, Riverside County, and the State resulting from business relocations in the City of Corona under Alternatives 1 and 2 and their design variations are shown in Tables 3.4.16 and 3.4.17, respectively.

As shown in Table 3.4.16, under Alternative 1, the potential sales tax loss from the business relocations in the City of Corona would be an estimated \$487,327 for Alternative 1a (based on the relocation of 65 businesses), an estimated \$494,825 for Alternative 1b (based on the relocation of 66 businesses), an estimated \$442,343 for Alternative 1c (based on the relocation of 59 businesses), and an estimated \$449,840 for Alternative 1d (based on the relocation of 60 businesses). These relocations would result in a loss of 1.5 to 1.7 percent of the overall sales tax revenues in the City of Corona.

As shown in Table 3.4.17, under Alternative 2, the potential sales tax losses from the business relocations in the City of Corona would be estimated as follows:

- \$569,798 for Alternative 2a (based on the relocation of 76 businesses)
- \$577,295 for Alternative 2b (based on the relocation of 77 businesses)
- \$599,787 for Alternative 2c (based on the relocation of 80 businesses)
- \$607,285 for Alternative 2d (based on the displacement of 81 businesses)
- \$517,317 for Alternative 2e (based on the relocation of 69 businesses)
- \$569,766 for Alternative 2f (based on the relocation of 88 businesses)
- \$577,295 for Alternative 2g (based on the relocation of 77 businesses)
- \$584,793 for Alternative 2h (based on the displacement of 78 businesses)

Depending on the Alternative and design variation selected, these relocations would result in a loss of 1.7 to 2.2 percent of overall sales tax revenues in the City of Corona.

**Table 3.4.16 Potential Annual Sales Tax Revenue Loss Under Alternative 1
and Its Design Variations**

Tax Rate		Taxable Sales	Total Sales Tax Revenue	Business Permits	Average Sales Tax/ Business	Alternative 1			
City/County	%					1a	1b	1c	1d
Corona	1	\$2,994,438,000	\$29,944,380	3,994	\$7,497	\$487,327 1.6%	\$494,825 1.7%	\$442,343 1.5%	\$449,840 1.5%
Riverside County	0.5	—	\$14,972,190	—	\$3,749	\$243,664	\$247,412	\$221,172	\$224,920
State of California	7.25	—	\$217,096,755	—	\$54,356	\$3,533,122	\$3,587,478	\$3,206,988	\$3,261,343

Sources: Riverside County Office of the Assessor, 2007; Bureau of Equalization, Taxable Sales in California, 2008; and Right-of-Way Data Sheets (May 2010 and September 2011).

Note: In April 2008, the State of California increased the sales tax base from 6.25% to 7.25%.

**Table 3.4.17 Potential Annual Sales Tax Revenue Loss Under Alternative 2
and Its Design Variations**

Tax Rate		Taxable Sales	Total Sales Tax Revenue	Business Permits	Average Sales Tax/ Business	Alternative 2							
City/County	%					2a	2b	2c	2d	2e	2f	2g	2h
Corona	1	\$2,994,438,000	\$29,944,380	3,994	\$7,497	\$569,798 1.9%	\$577,295 1.9%	\$599,787 2.0%	\$607,285 2.0%	\$517,317 1.7%	\$659,766 2.2%	\$577,295 1.9%	\$584,793 2.0%
Riverside County	0.5	—	\$14,972,190	—	\$3,749	\$284,899	\$288,648	\$299,894	\$303,642	\$258,658	\$329,883	\$288,648	\$292,396
State of California	7.25	—	\$217,096,755	—	\$54,356	\$4,131,035	\$4,185,391	\$4,348,458	\$4,402,814	\$3,750,545	\$4,783,304	\$4,185,391	\$4,239,746

Sources: Riverside County and Orange County Treasurer's Tax Collections., Riverside County Office of the Assessor, 2007; Bureau of Equalization, Taxable Sales in California, 2008; and Right-of-Way Data Sheets (May 2010 and September 2011).

Note 1: In April 2008, the State of California increased the sales tax base from 6.25% to 7.25%.

Note 2: Potential sales tax revenue loss estimations are approximate and will be finalized during final design.

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, no property acquisitions and relocations would occur, and no sales tax revenue losses would occur in the City of Corona.

Other Revenue

Alternative 1 would require relocation of 9 billboards and Alternative 2, including Alternative 2f, would require relocation of 10 billboards within the project limits in the City of Corona. These billboards generate revenue for the City. To minimize impacts associated with the relocation of digital and static billboards, RCTC, the Project Engineer, and the Right-of-Way Agents will work with the billboard owners and the City of Corona to assist with the relocations within the City in accordance with the City of Corona Municipal Code and the Department's Outdoor Advertising Act and Regulations. Existing relocation agreements between the City and billboard owners will be considered during the process. Every effort will be made to relocate all affected billboards on the same parcels or elsewhere in the City. The relocations of the billboards would be completed prior to the removal of the existing billboards. Although there is a potential that the City may experience economic impacts from the relocation of these billboards, those impacts are not considered substantial and therefore are not discussed further in this EIR/EIS.

Construction Employment

Alternatives 1 and 2

This section estimates the number of temporary jobs that would be created by construction of the project, which would be a beneficial effect of the project. As shown in Table 3.4.18, construction employment has two components, direct and indirect effects. The direct effect is the number of construction jobs created to construct the project. The indirect effect is the additional employment and business activity that would be generated in the regional economy based on the expenditure of funds for construction materials and labor.

It is estimated that Alternative 1 would generate between 21,762 and 22,736 total direct and indirect jobs, depending on the design variation. Alternative 2 is estimated to generate approximately 30,563 to 32,154 total direct and indirect jobs, depending on the design variation. Alternative 2f would generate 31,053 direct and indirect jobs.

Table 3.4.18 Estimated Construction Employment

Alternative	Capital Construction Costs ¹	Estimated Employment Generated		
		Direct Effect ²	Indirect Effect ³	Total Effects
Alternative 1 Project and Its Design Variations				
1a	\$782,800,000	7,437	14,325	21,762
1b	\$780,600,000	8,451	14,285	22,736
1c	\$793,300,000	7,536	14,517	22,053
1d	\$791,200,000	7,516	14,479	21,995
Alternative 2 and Its Design Variations				
2a	\$1,099,400,000	10,444	20,119	30,563
2b	\$1,099,900,000	10,449	20,128	30,577
2c	\$1,136,800,000	10,800	20,803	31,603
2d	\$1,137,400,000	10,805	20,814	31,619
2e	\$1,116,400,000	10,606	20,430	31,036
2f	\$1,117,000,000	10,612	20,441	31,053
2g	\$1,156,000,000	10,982	21,155	32,137
2h	\$1,156,600,000	10,988	21,166	32,154
Initial Phase of Alternative 2 and Its Design Variations				
2a	\$791,900,000	7,523	14,492	22,015
2b	\$790,000,000	7,505	14,457	21,962
2c	\$833,800,000	7,921	15,259	23,180
2d	\$831,800,000	7,902	15,222	23,124
2e	\$810,400,000	7,699	14,830	22,529
2f	\$808,500,000	7,681	14,796	22,477
2g	\$851,400,000	8,088	15,581	23,669
2h	\$849,300,000	8,068	15,542	23,610

Source: *Community Impact Assessment* (December 2010).

Note: Estimated construction employment numbers are approximate and will be finalized during final design.

¹ Capital construction costs from the project engineer (2011 estimates). The capital costs include roadway and structure costs.

² ARTBA estimates 9.5 new on-site construction jobs created for every \$1 million of investment in freeway construction projects in the United States.

³ ARTBA estimates 18.3 new indirect employment jobs created for every \$1 million of investment in freeway construction projects in the United States.

ARTBA = American Road and Transportation Builders Association

3.4.2.5 Avoidance, Minimization, and/or Mitigation Measures for Relocations and Real Property Acquisition

Measures CI-1 through CI-3 would be required for the Initial Phases and Ultimate Projects under the SR-91 CIP Build Alternatives because relocations would occur under both the Initial Phases and Ultimate Projects. These measures will avoid, minimize, or mitigate adverse impacts of the Build Alternatives related to relocations and real property acquisition. Relocation assistance payments and counseling will be provided to persons and businesses in accordance with the Uniform Act, as amended, to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents. All eligible displacees will be entitled to moving expenses. All benefits and services will be provided equitably to all residential and business relocatees without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964.

Measure C-1 is a minimization measure that the Department routinely applies as part of a typical design/bid/build process. Measure C-1 would apply this same minimization measure to the design/build process proposed for the SR-91 CIP.

CI-1 The RCTC Project Engineer will ensure that design refinements are incorporated in the design/build process to minimize impacts to existing land uses related to the temporary use and/or permanent acquisition of property.

Prior to and during construction, RCTC's Resident Engineer will ensure that the design refinements to minimize impacts to existing land uses related to temporary use and/or permanent acquisition of property are properly implemented by the design/build contractor.

CI-2 Where property acquisition and relocation are unavoidable, RCTC's Right-of-Way Agents will follow the provisions of the Uniform Act and the 1987 Amendments as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs. Appendix D in the EIR/EIS provides a summary of the RCTC Relocation Assistance Program for implementing the Uniform Act.

For properties where a partial acquisition results in the removal of some or all of the parking for the property, RCTC's Right-of-Way Agents will conduct parking studies to investigate the use of adjacent acquisitions for replacement parking, reconfiguring the remaining parking spaces and lots on the property, restriping parking spaces, enlarging parking lots, and reconfiguring driveways and/or delivery locations to reduce the project effects on the parking on the affected property. RCTC is committed to reducing the project effects on parking by implementing either one or more of the actions listed above and/or providing financial compensation for lost parking based on compliance with the Uniform Act.

CI-3 During final design, RCTC's Right-of-Way Agents and the Project Engineer will work with owners of commercial, agricultural, and industrial uses subject to partial property acquisitions to reconfigure those uses on site consistent with applicable local codes and ordinances in such a manner as to enable them to remain in operation.

If a commercial or industrial partial acquisition cannot be reconfigured to allow for continued operation, RCTC's Right-of-Way Agents will work with the property owners to either relocate that use to land designated for that given land use, preferably within the boundaries of the study area or to provide compensation for the land pursuant to the provisions of the Uniform Act. If an agricultural use cannot be reconfigured to allow for its continued operation, the property owner will be compensated pursuant to the provisions of the Uniform Act as required in Measure CI-2 and the agricultural use will be discontinued.

Measure CI-4 would be required under the Initial Phases of both SR-91 CIP Build Alternatives because all billboard relocations would occur during the Initial Phases of Alternatives 1 and 2. This measure will minimize and mitigate adverse impacts related to billboards as a result of the Initial Phases of the Build Alternatives.

CI-4 During final design and property acquisition, the RCTC Project Engineer and Right-of-Way Agents will work with billboard/property owners, the City of Corona, and the Department's Outdoor Advertising Unit to find locations for relocating the affected billboards within the existing sites where the billboards are currently located or other sites in the City where billboards are allowed. The Right-of-Way Agents will work with the City and the Department's Outdoor Advertising Unit to ensure that the sites for the relocated billboards comply with the requirements in the City of Corona Municipal Code and the Outdoor Advertising Act and Regulations. The Right-of-Way Agents will also work with the billboard/property owners to develop Billboard Relocation Agreements with the City of Corona.

Refer also to Appendix D, Summary of Relocation Benefits, which describes RCTC's relocation process and potential benefits available for displaced residents, tenants, and businesses.

3.4.3 Environmental Justice

3.4.3.1 Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. The Executive Order directs federal agencies to take the

appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines; for 2000, this was \$18,310 for a family of three and \$22,050 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

3.4.3.2 Affected Environment

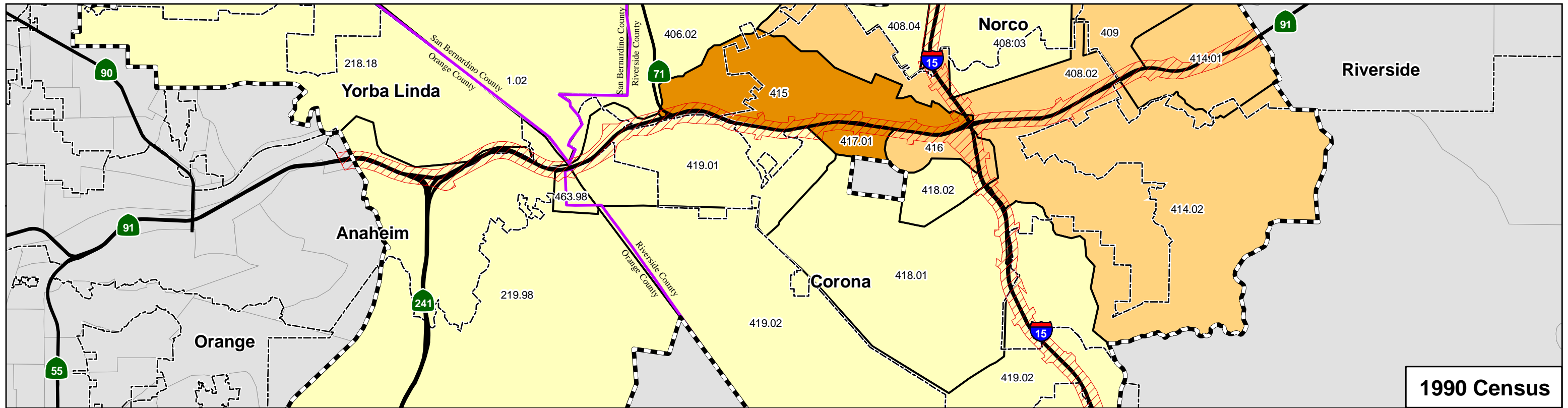
Low-income and minority populations are defined as any readily identifiable group of low-income or minority persons who live in geographically adjacent areas, or groups of geographically dispersed or transient persons who would be similarly affected by a proposed FHWA program, policy, or activity. Transportation agencies such as the Department and RCTC must collect and evaluate data on minority and income characteristics, increase public participation in decision-making, and provide measures to avoid, minimize, or mitigate the adverse effects of the federal action.

The environmental justice analysis was conducted using census information from the 1990 and 2000 Censuses for the total populations of Orange and Riverside Counties; the Cities of Anaheim, Yorba Linda, Corona, Riverside, and Norco; and the Census Tracts along the project segments of SR-91 and I-15.

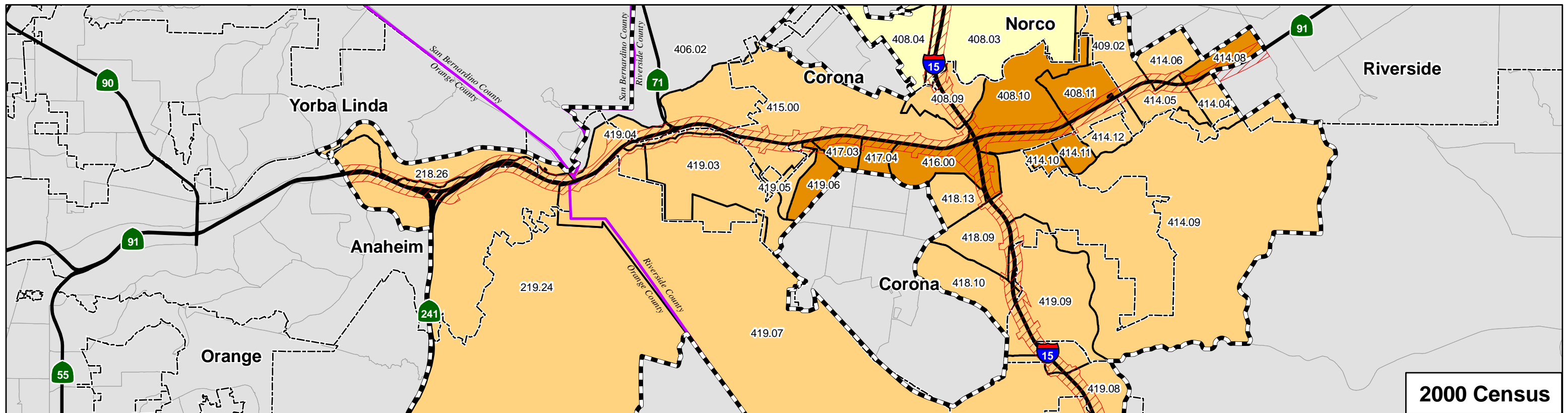
The following analysis provides a comparison of five measures with which to evaluate environmental justice:

- Percentage of Non-White residents as shown on Figure 3.4-3
- Percentage of Hispanic residents (the Census Bureau considers Hispanic or Latino ethnicity distinct from racial background) as shown on Figure 3.4-4
- Percentage of population below poverty level as shown on Figure 3.4-5
- Median household income as shown on Figure 3.4-6
- Transit-dependent population as shown on Figure 3.4-7

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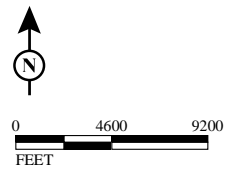
1990 Census



2000 Census

LEGEND

- Study Area
- City Boundary
- County Boundary
- Percent Non-White Population 0-20%
- Percent Non-White Population 21-40%
- Percent Non-White Population 41-60%
- Census Tracts Inside Study Area
- Census Tracts Outside Study Area



1990: Average Percentage of Non-White Population per Affected City-

- Anaheim- 9.8%
- Corona- 25.5%
- Norco- 20.8%
- Riverside- 24.0%
- Yorba Linda- 14.6%

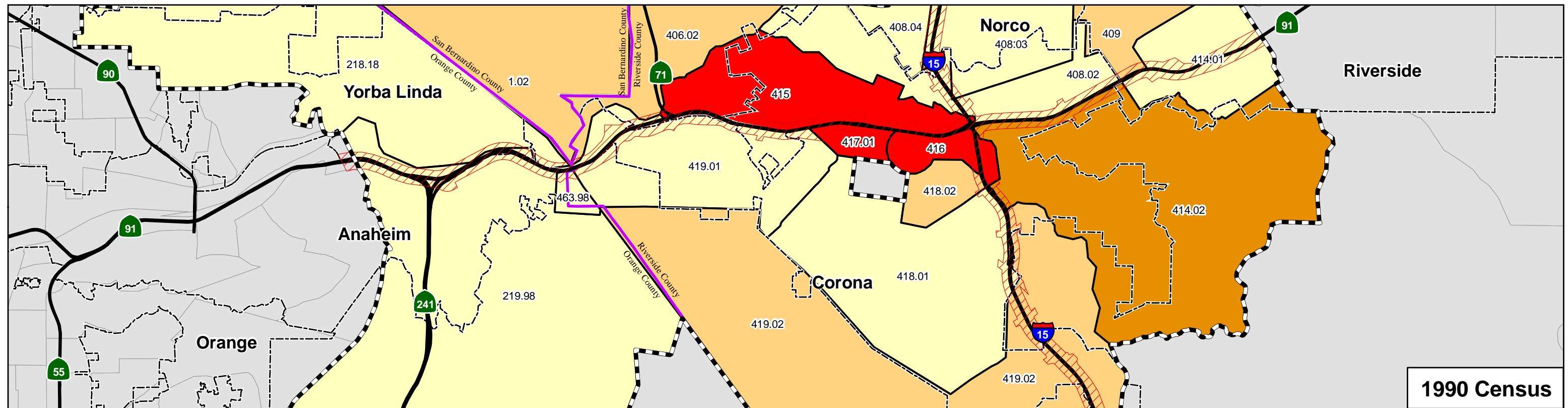
2000: Average Percentage of Non-White Population per Affected City-

- Anaheim- 26.7%
- Corona- 37.9%
- Norco- 27.9%
- Riverside- 35.6%
- Yorba Linda- 28.6%

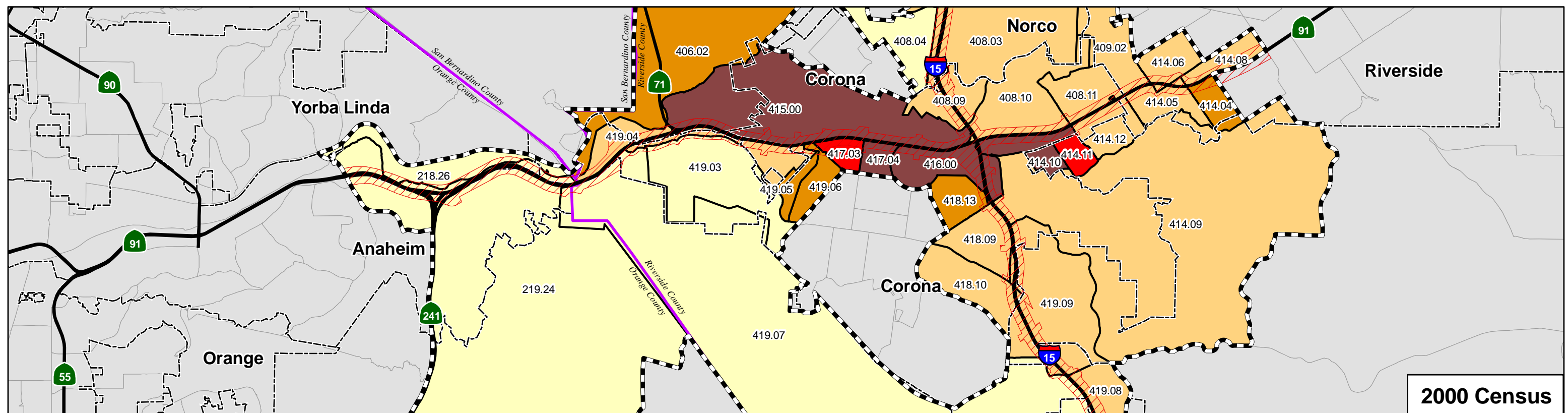
FIGURE 3.4-3

SR-91 Corridor Improvement Project
Environmental Justice : Non-White Population
 12-Ora-91-R14.43/R18.91
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

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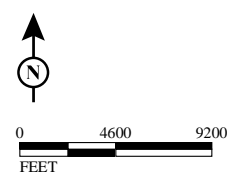
1990 Census



2000 Census

LEGEND

- Survey Area
 - Census Tracts Inside Study Area
 - Census Tracts Outside Study Area
 - City Boundary
 - County Boundary
- | Percent Hispanic Population | |
|-----------------------------|------------|
| | 0% - 20% |
| | 21% - 40% |
| | 41% - 60% |
| | 61% - 80% |
| | 81% - 100% |



SOURCE: US Census Bureau (2000) and *Community Impact Assessment* (LSA Associates, Inc, 2010)

I:\PAZ0701\GIS\CIA\Hispanic_EJ_Fig3.4-4.mxd (5/12/2010)

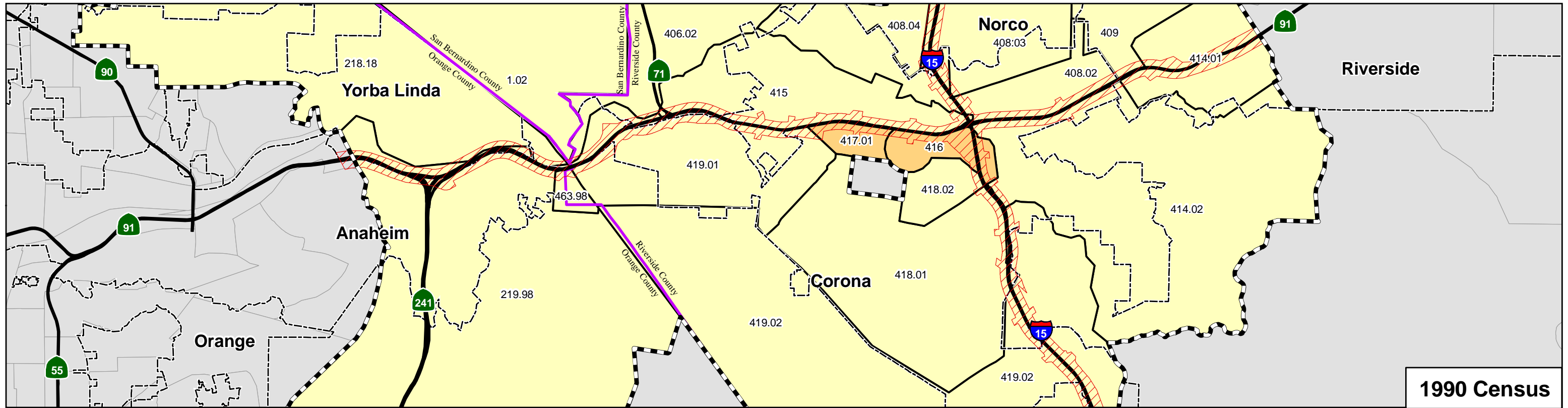
1990: Average Percentage of Hispanic Population per Affected City-
 Anaheim- 4.9%
 Corona- 36.3%
 Norco- 21.9%
 Riverside- 29.5%
 Yorba Linda- 9.3%

2000: Average Percentage of Hispanic Population per Affected City-
 Anaheim- 14.3%
 Corona- 44.4%
 Norco- 23.4%
 Riverside- 33.2%
 Yorba Linda- 12.9%

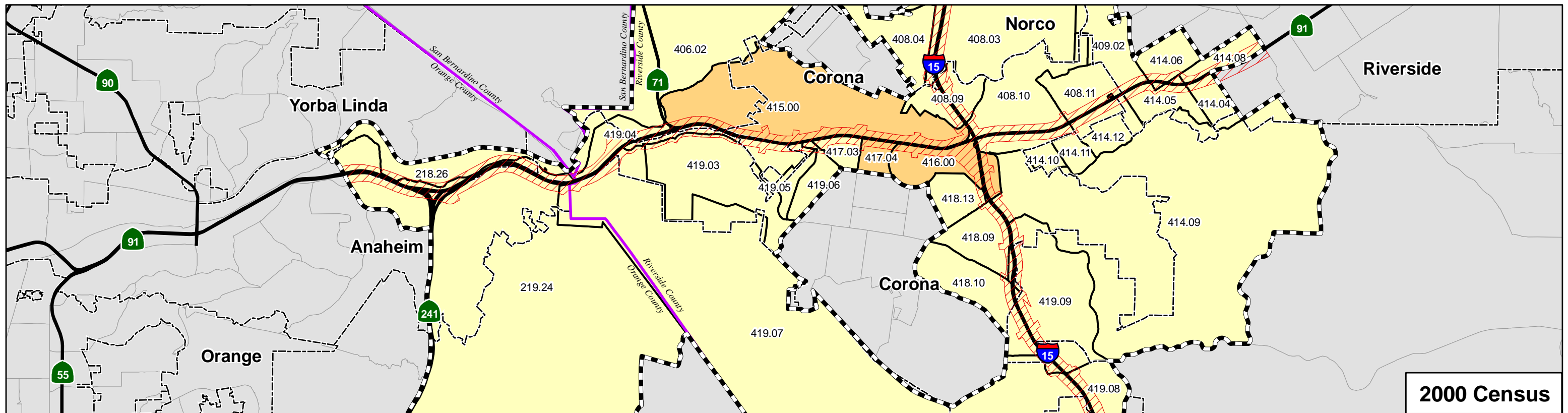
FIGURE 3.4-4

SR-91 Corridor Improvement Project
 Environmental Justice : Hispanic Population
 12-Ora-91-R14.43/R18.91
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

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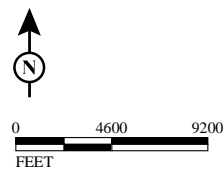
1990 Census



2000 Census

LEGEND

- Survey Area
 - Census Tracts Inside Study Area
 - Census Tracts Outside Study Area
 - City Boundary
 - County Boundary
- | | |
|--------------------------|--------|
| Poverty Level Population | |
| | 0-20% |
| | 21-40% |



1990: Average Percentage of Poverty Level Population per Affected City-

- Anaheim- 1.9%
- Corona- 9.5%
- Norco- 5.6%
- Riverside- 7.8%
- Yorba Linda- 2.5%

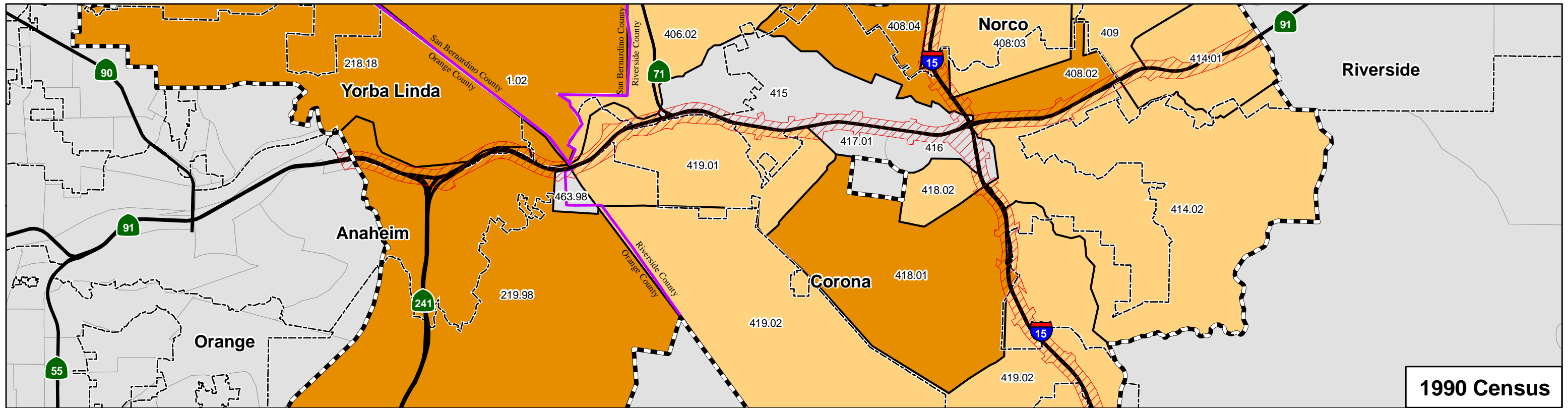
2000: Average Percentage of Poverty Level Population per Affected City-

- Anaheim- 2.6%
- Corona- 10.9%
- Norco- 5.6%
- Riverside- 9.0%
- Yorba Linda- 3.4%

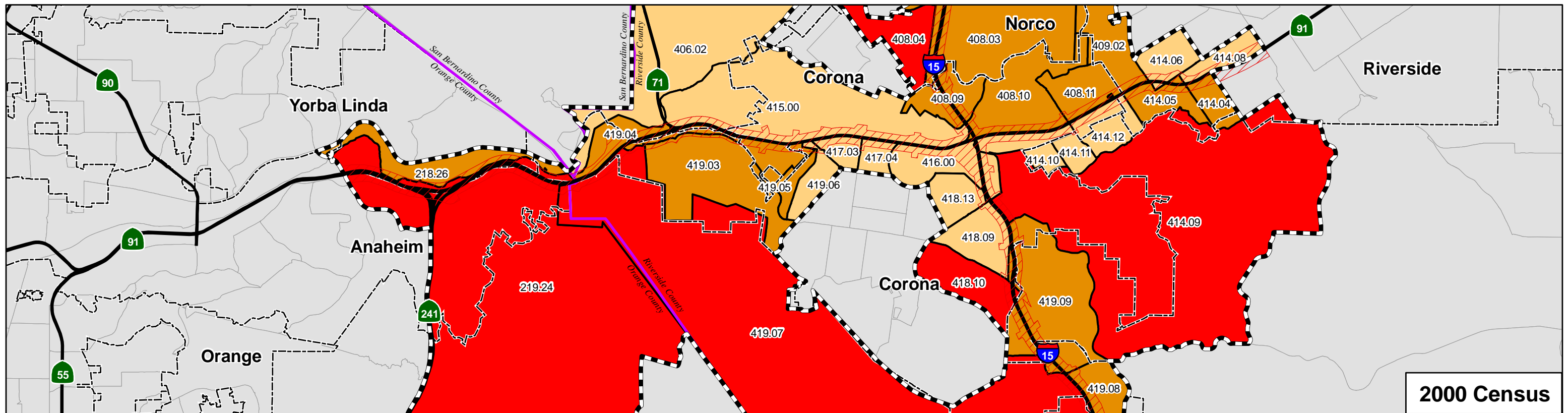
FIGURE 3.4-5

SR-91 Corridor Improvement Project
Environmental Justice : Poverty Population
 12-Ora-91-R14.43/R18.91
 08-Riv-91-R.0.00/R13.04
 08-Riv-15-35.64/45.14
 EA 0F540

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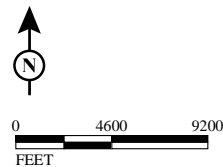
1990 Census



2000 Census

LEGEND

- Study Area
 - Census Tracts Inside Study Area
 - Census Tracts Outside Study Area
 - City Boundary
 - County Boundary
- | Median Household Income | |
|-------------------------|------------------|
| | \$0-25,000 |
| | \$25,001 -50,000 |
| | \$50,001 -75,000 |
| | \$75,001 + |



1990: Average Median Household Income per Affected City-
 Anaheim- \$ 26,271
 Corona- \$ 41,871
 Norco- \$ 49,527
 Riverside- \$ 40,159
 Yorba Linda- \$ 63,072

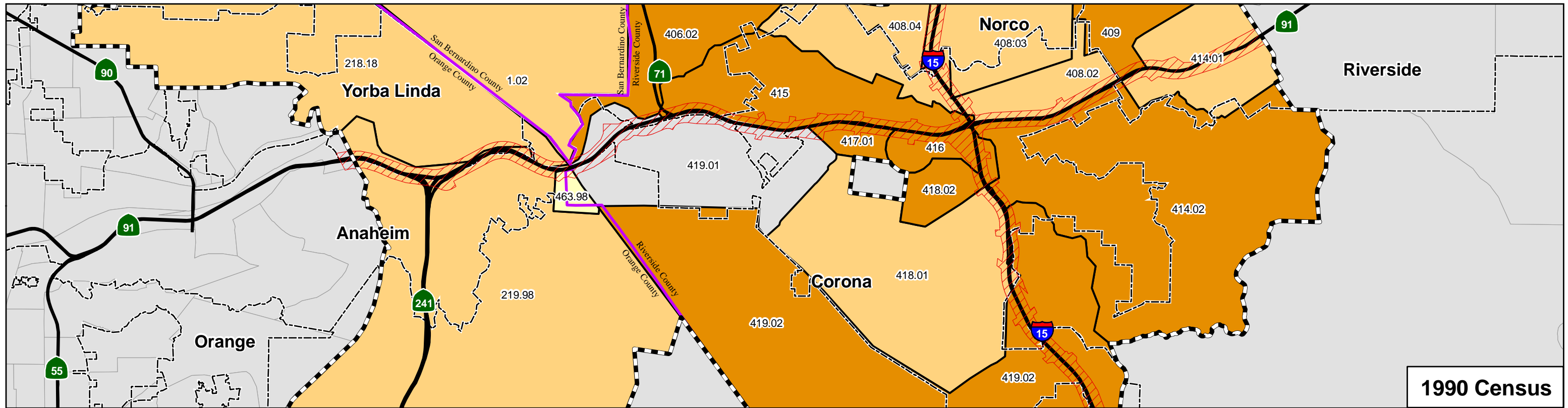
2000: Average Median Household Income per Affected City-
 Anaheim- \$ 89,547
 Corona- \$ 53,148
 Norco- \$ 63,237
 Riverside- \$ 52,542
 Yorba Linda- \$ 78,567

FIGURE 3.4-6

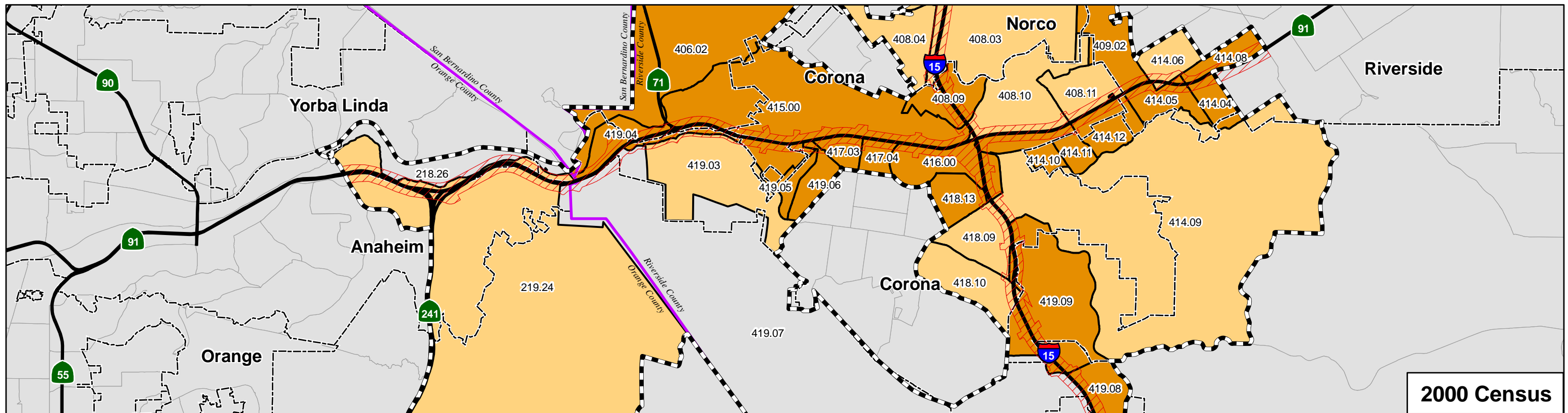
SR-91 Corridor Improvement Project
 Environmental Justice : Median Household Income

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

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1990 Census



2000 Census

LEGEND

- Survey Area
 - Census Tracts Inside Study Area
 - Census Tracts Outside Study Area
 - City Boundary
 - County Boundary
- | | |
|--------------------------------------|--------|
| Percent Transit Dependent Population | |
| | 0-20% |
| | 21-40% |
| | 41-60% |

1990: Average Percentage of Transit Dependent Population per Affected City-
 Anaheim- 15.1%
 Corona- 43.5%
 Norco- 38.0%
 Riverside- 41.7%
 Yorba Linda- 32.6%

2000: Average Percentage of Transit Dependent Population per Affected City-
 Anaheim- 32.7%
 Corona- 45.8%
 Norco- 41.0%
 Riverside- 43.2%
 Yorba Linda- 35.3%

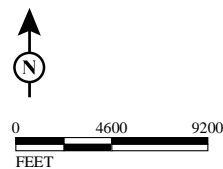


FIGURE 3.4-7

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