

3.3 Community Impacts

3.3.1 Community Character and Cohesion

3.3.1.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, 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 United States Code [USC] 4331[b][2]). The Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on 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 (CEQA), 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 Proposed Project's effects.

3.3.1.2 Affected Environment

The analysis of the potential for the Proposed Project to result in impacts related to community character and cohesion is described in this section.

Study Area

The Proposed Project's Community Impact Study Area is defined by the boundaries of the census tracts within and surrounding the Project Area (project footprint/disturbance area) and within the cities and communities that could be reasonably affected by the Proposed Project as shown in Figure 3.3.1. These census tracts include parts of the cities of Anaheim, Yorba Linda, Orange, Chino Hills, and Corona; the Coronita census-designated place (CDP); and the counties of Orange, Riverside, and San Bernardino. Demographic data for San Bernardino County is presented in this section because Census Tract 1.16, in the City of Chino Hills, is located within the Community Impact Study Area.

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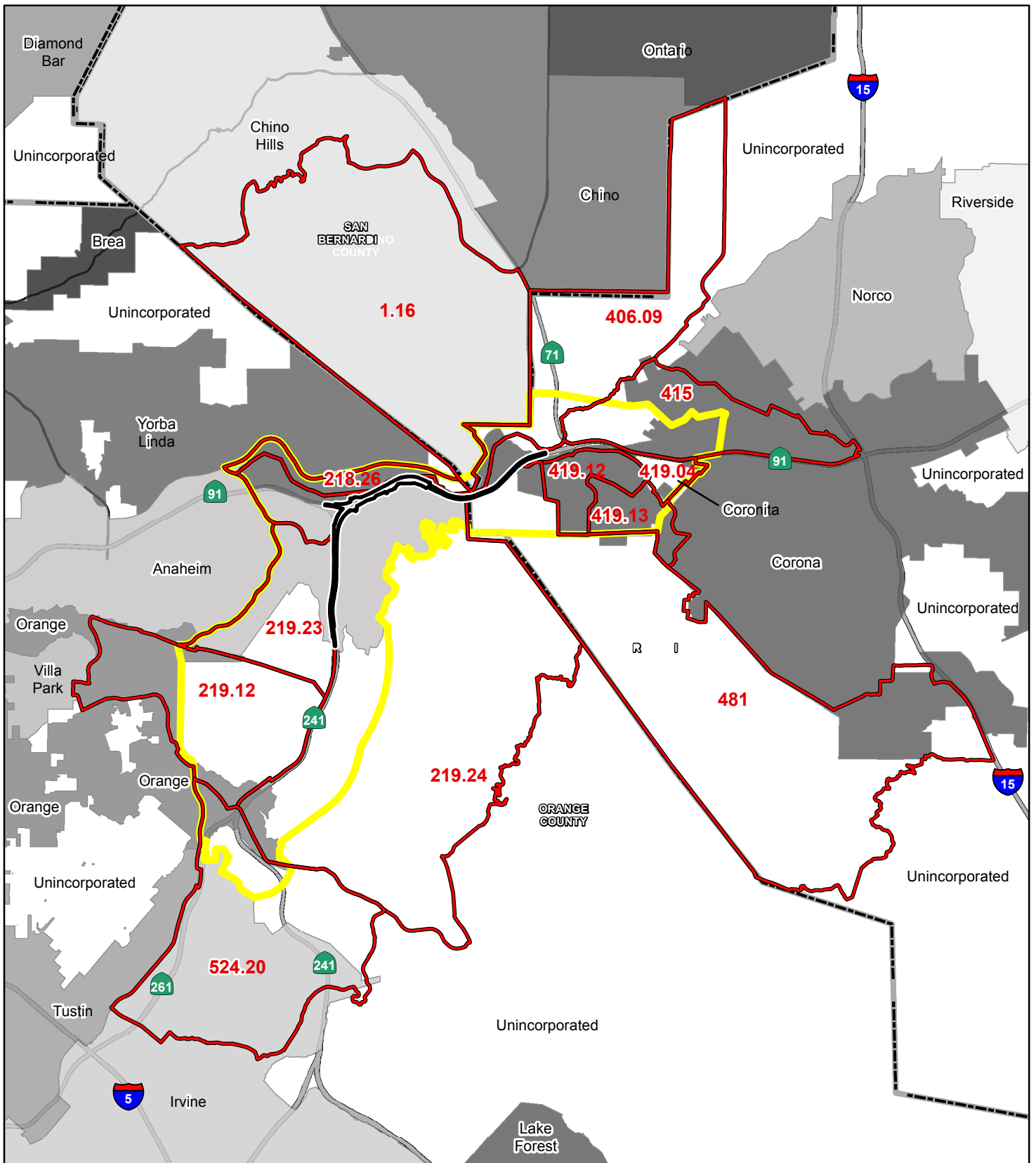
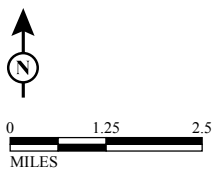


FIGURE 3.3.1

LEGEND

- Community Impacts Study Area
- Project Area
- Census Tracts
- County Boundary



SOURCE: SCAG (2008); US Census (2010)
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Orange County

City of Anaheim

The section of the City of Anaheim in the Study Area includes hillside residential developments west of SR-241. Open space areas form a buffer between the residential areas and SR-241. Open space exists to the east of SR-241 in the City of Anaheim. Sections of Census Tracts 219.23, 219.24, and 218.26 are located in the City of Anaheim.

City of Orange

The portion of the City within the Study Area includes the Santiago Canyon Road/SR-241/SR-261 interchange and generally consists of Open Space/ Recreation uses. Sections of Census Tracts 524.20 and 219.12 are located in the City of Orange.

City of Yorba Linda

The section of the City of Yorba Linda in the Study Area includes a mix of urban uses. Office, commercial, and industrial uses exist in the SAVI Ranch area east of Weir Canyon Road. Commercial, industrial, and residential uses are situated to the north of La Palma Avenue. Open space and recreation uses exist along the Santa Ana River channel. Sections of Census Tract 218.26 are located in the City of Yorba Linda.

San Bernardino County

City of Chino Hills

The small portion of the Study Area in the City of Chino Hills includes part of the Green River Golf Course. Census Tract 1.16 is located in the City of Chino Hills.

Riverside County

City of Corona

The section of the City of Corona in the Study Area includes part of the Green River Golf Course as well as residential, mixed-use, industrial, commercial, and open space/recreation uses. Sections of Census Tracts 406.09, 415, 419.04, and 481, and all of Census Tracts 419.12 and 419.13 are located in the City of Corona.

Coronita Census Designated Place

This small section of the Study Area includes mostly residential and open space/recreation uses. A section of Census Tract 419.04 is located in Coronita, which is not an incorporated city but a Census Designated Place.

Community Cohesion Indicators

Community cohesion is the degree to which residents have a sense of belonging to their neighborhoods, a level of commitment to the community, and/or a strong attachment to neighbors, groups, and institutions usually as a result of continued association over time. Cohesion refers to the degree of interaction among the individuals, groups, and institutions that make up a community. The indicators described below were used to determine the degree of community cohesion in Study Area census tracts and local jurisdictions.

- **Age:** In general, communities with a high percentage of elderly residents (65 years or older) tend to demonstrate a greater social commitment to their communities. This is because the elderly population, which includes retirees, often tends to be more active in the community because they have more time available for volunteering and participating in social organizations.
- **Race/Ethnicity:** Homogeneity of the population generally contributes to higher levels of cohesion. Communities that are ethnically homogeneous often speak the same language, hold similar beliefs, and share a common culture, and are therefore more likely to engage in social interaction on a routine basis.
- **Housing Occupancy:** Communities with a high percentage of owner-occupied residences are typically more cohesive because their population tends to be less mobile. Because they have a financial stake in their communities, homeowners often take a greater interest in what is happening in their communities than renters do. This means they often have a stronger sense of belonging to their communities.
- **Household Size:** In general, communities with a high percentage of families with children are more cohesive than communities comprised of largely single people. This appears to be because children tend to establish friendships with other children in their communities. The social networks of children often lead to the establishment of friendships and affiliations among parents in the communities. Although the Census Bureau does not provide specific data regarding the number of children present in each household, it does provide data regarding the persons per household, which can serve as a proxy for households with children.
- **Housing Tenure:** Communities with a high percentage of long-term residents are typically more cohesive because a greater proportion of the population has had time to establish social networks and develop an identity with the community. The Census Bureau provides data regarding the year that each householder moved

- into their current housing unit. For this analysis, households that moved into their current residences in 1999 or earlier are considered long-term residents.
- **Transit Dependency:** Communities with a high percentage of residents dependent on public transportation typically tend to be more cohesive than communities that are dependent on automobiles for transportation. This is because residents who walk or use public transportation for travel tend to engage in social interactions with each other more frequently than residents who travel by automobile. The transit-dependent population may include the disabled, the elderly, the young, low-income individuals, and households without vehicles available. Given that transit dependency can be attributed to a combination of factors, including age, income level, and ability to drive, transit-dependent populations are often difficult to identify based on Census data because these groups often overlap. In an effort to avoid double counting such populations, the transit-dependent population was calculated by taking the number of residents aged 15 and over (i.e., the approximate population legally old enough to drive), subtracting the number of persons living in group quarters (e.g., college residence halls, skilled nursing facilities, correctional facilities, and other group living environments for which driving is not typically required), subtracting the number of vehicles (cars, trucks, or vans) used for commuting, and then dividing the difference by the population aged 15 and over. This formula yields the approximate percentage of residents who are eligible to drive but do not commute via car, truck, or van.
 - **Travel Time to Work:** Communities with a high percentage of residents with shorter travel times to work are generally more cohesive than communities with a high percentage of residents with longer commutes. When residents spend less time commuting, and have time to engage in their local communities, greater cohesion is generally demonstrated.
 - **Work in County of Residence:** In general, communities with a high percentage of the population that resides and works in the same county tend to demonstrate higher levels of involvement and interaction with communities. Because residents presumably spend less time commuting, they often have more time to volunteer and participate in social organizations.

Community Profile

This section discusses the Study Area's setting, demographics, activity centers, and economics.

Setting

The Study Area is dominated by SR-241 and SR-91, which are surrounded by open space/undeveloped land to the north and south with some residential and commercial development on the west end in the cities of Anaheim and Yorba Linda and residential, commercial, and industrial uses on the east end in the City of Corona. Because the Project Area is surrounded by hilly open space to the south, east, and west, and borders the Santa Ana River to the north, the nearest residential community is The Summit of Anaheim Hills west of SR-241 and east of Serrano Avenue/Weir Canyon Road. There is no direct access to this community from SR-241 within the Project Area.

Several park and recreational facilities and multi-use trails are in the Project Vicinity including: Featherly Regional Park, the Santa Ana River Trail, Green River Golf Course, Chino Hills State Park, and several nature preserves. These facilities and trails are described in further detail in Section 3.1, Land Use.

Demographics

Demographic data compiled by the United States Census Bureau, including the 2010 Census and the 2009–2013 American Community Survey (ACS)¹ are used to measure a community's level of cohesion. The methodology for evaluating community cohesion involves comparing relevant census data sets for the communities in the Study Area to similar countywide data to determine if the community and the census tracts within the applicable county exhibit higher degrees of community cohesion indicators.

Race and Ethnicity

As shown later in this section, the counties of Orange, Riverside, and San Bernardino have similar minority population percentages ranging from 39.0 percent to 43.2 percent. Among the cities, the City of Chino Hills reported the highest minority population percentage while the City of Yorba Linda reported the lowest. The majority of the census tracts have lower percentages of minority populations than each's respective county; only Census Tracts 406.9 and 1.16 have larger minority populations than their respective counties. For the census

¹ The American Community Survey is an ongoing survey conducted by the United States Census Bureau that provides yearly data, thereby supplying communities the current information needed to plan investments and services.

tracts, the minority population ranges from 25.9 percent to 62.4 percent of the total population.

Of the counties, the Hispanic/Latino population is highest for the County of San Bernardino at 49.2 percent. Of the cities, the City of Yorba Linda demonstrates the lowest Hispanic/Latino population percentage at 14.4 percent, while the City of Anaheim has the highest Hispanic/Latino population percentage at 52.8 percent. Of the counties, the County of Orange has the lowest Hispanic/Latino county population at 33.7 percent. All the census tracts exhibit lower Hispanic/Latino population percentages than their respective counties.

Housing Occupancy

Owner-occupancy rates in the cities and the Coronita CDP range from 47.8 percent in City of Anaheim to 84.0 percent in the City of Yorba Linda, as shown in Table 3.3.1. For all the census tracts, with the exception of Census Tract 415, the percentages of owner-occupied residences are higher than the owner-occupancy rates in the respective county census tracts.

Elderly Residents

As shown in Table 3.3.1, the elderly resident population is similar across the cities, with the exception of the Cities of Corona and Chino Hills, which have the lowest elderly residential population percentage of 7.3 and 7.4 percent, respectively. However, all census tracts, with the exception of Census Tract 219.12, have smaller percentages of elderly residents than their respective counties overall.

Average Household Size

The Coronita CDP has a substantially higher average household size than the Study Area cities, at 3.68 average occupants, as shown in Table 3.3.1. Similarly, the average household size for the City of Anaheim is considerably higher than that for the County of Orange. All but three census tracts have larger average household sizes than their respective counties, with household sizes ranging from 2.6 to 4.40 occupants.

Transit-Dependent Population

As shown in Table 3.3.1, the City of Anaheim has the highest transit-dependent population in comparison to other cities and the Coronita CDP. Each census tract has a lower transit-dependent population than its respective county, with the

Table 3.3.1 Community Cohesion Indicators

Jurisdiction	Racial Minority Population (Non-White) ¹	Hispanic/Latino Population ²	Owner-Occupied Residences	Elderly Residents (>64 years old)	Average Household Size (persons)	Transit-Dependent Population ³	Long-Term Residents (moved in 1999 or earlier) ⁴
County of Orange	39.2%	33.7%	58.7%	349,677 (11.6%)	3.0	15.1%	347,301 (34.9%)
City of Anaheim	47.3%	52.8%	47.8%	31,222 (9.3%)	3.38	23.2%	31,443 (31.7%)
City of Yorba Linda	24.9%	14.4%	84.0%	7,606 (11.0%)	2.97	0.8%	9,558 (43.7%)
City of Orange	32.9%	38.1%	59.5%	15,318 (11.1%)	3.07	16.4	15,847 (37.0%)
Census Tract 218.26	27.0%	16.8%	63.8%	131 (4.9%)	2.6	4.8%	263 (26.5%)
Census Tract 219.12	25.9%	11.4%	97.3%	780 (16.6%)	3.1	1.3%	551 (37.6%)
Census Tract 219.23	33.3%	14.6%	86.5%	530 (8.0%)	2.82	3.9%	794 (32.6%)
Census Tract 219.24	36.9%	14.8%	70.5%	257 (6.1%)	3.05	0.9%	558 (39.5%)
Census Tract 524.20	58.2%	8.0%	65.8%	1,355 (6.2%)	3.07	11.9%	963 (13.3%)
County of Riverside	39.0%	45.5%	66.5%	258,586 (11.8%)	3.14	15.8%	174,558 (25.5%)
City of Corona	40.3%	43.6%	67.3%	11,180 (7.3%)	3.38	13.7%	12,991 (29.2%)
Coronita CDP	36.8%	51.7%	80.5%	287 (11.0%)	3.68	17.8%	416 (46.4%)
Census Tract 406.9	62.4%	37.5%	85.6%	378 (4.5%)	3.8	15.5%	80 (3.0%)
Census Tract 481	31.1%	23.1%	87.8%	679 (10.5%)	3.51	6%	291 (15.7%)
Census Tract 419.04	34.1%	41.2%	84.5%	415 (8.7%)	3.37	11.8%	630 (43.9%)
Census Tract 419.12	38.9%	25.0%	85.7%	376 (6.5%)	3.32	8.8%	1,731 (37.4%)
Census Tract 419.13	33.2%	27.7%	73.0%	411 (7.4%)	2.87	7.8%	489 (25.7%)
Census Tract 415	56.2%	87.3%	52.3%	182 (8.6%)	4.40	32.1%	174 (35.2%)
County of San Bernardino	43.2%	49.2%	61.9%	191,278 (9.3%)	3.26	20.6%	188,069 (31.0%)
City of Chino Hills	49.2%	29.1%	79.6%	5,554 (7.4%)	3.25	12.01%	8,886 (39.0%)
Census Tract 1.16	52.3%	24.5%	84.8%	686 (6.2%)	3.32	8.6%	975 (29.7%)

Source: United States Census Bureau. American Community Survey (ACS) 2009–2013; 2010 Census.

Note: **Bold italicized** numbers are greater than the corresponding demographic at the County level.

¹ Includes individuals who identify themselves as Black/African American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races.

² Persons of Hispanic/Latino Origin may be of any race.

³ The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2009–2013 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of the 2009–2013 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2009–2013 ACS), and then dividing the difference by the population aged 15 and over.

⁴ Includes those residents who moved into their current residence in 1999 or earlier (as reported in Table DP04 of the 2009–2013 ACS).

CDP = Census Designated Place

exception of Census Tract 415. Census Tract 219.24 has notably lower transit-dependent populations in comparison to other census tracts and the County of Orange, at 0.9 percent.

Long-Term Residents

The City of Yorba Linda and the Coronita CDP exhibit a notably higher long-term resident population than the other cities, at 43.7 and 46.4 percent, respectively, as shown in Table 3.3.1. The percentage of long-term residents within the census tracts ranges from 3 percent to 43.9 percent. Census Tract 406.9 has a substantially lower number of long-term residents in comparison to other census tracts and the County of Riverside, at 3 percent.

Community Cohesion Summary

All the cities and the Coronita CDP exhibit at least one community cohesion indicator in comparison to their respective county populations. The City of Yorba Linda demonstrates the fewest indicators of community cohesion (two), while the Coronita CDP exhibits the most (five). Additionally, all the census tracts exhibit one or more community cohesion indicator in comparison to their respective county populations. Two of the census tracts, Census Tract 219.12 in the County of Orange and Census Tract 415 in the County of Riverside demonstrate four and five, respectively, of the seven community cohesion indicators, which are the highest among the Study Area census tracts. Overall, the census tracts in the County of Riverside demonstrate more indicators of community cohesion than census tracts in the County of Orange. Based on these factors, the Study Area appears to exhibit a moderate level of community cohesion.

Community Facilities/Activity Centers

Parks and recreational facilities are discussed in detail in Section 3.1, Land Use. Featherly Regional Park, on the north side of SR-91, contains a visitor center, park benches, picnic tables, and campsites, so it supports substantial community activities. Canyon RV Park is located within Featherly Park on land leased from the County of Orange. Canyon RV Park is privately owned and operated, and consists of ten cabins, two amphitheaters, campsites, and RV spaces for rental. Canyon RV Park is located approximately 480 feet (ft) from SR-91.

In addition, in the County of Orange, the Santa Ana River Trail extends 30 miles (mi) from Green River Golf Club to Huntington Beach, generally following the alignment of the river, and is accessible to many communities. Green River Golf Course, on the

north side of SR-91, is privately operated but is open to the public and contains a large conference room that is available for rent.

There is only one school within a 0.5 mi radius of the Project Area, Running Springs Elementary School on the west side of SR-241, in The Summit of Anaheim Hills community as shown on Figure 3.3.2. Running Springs Elementary School is a K–6 grade school within the Orange Unified School District, and is located in at 8670 Running Springs Drive, in Anaheim. Besides recreational areas, no additional community facilities such as libraries, post offices, or community centers are located in the Study Area. Community facilities/activity centers within 0.5 mi of the Project Area are shown on Figure 3.3.2.

Employment

Table 3.3.2 provides information regarding the civilian labor force in the cities, the Coronita CDP, and census tracts in the Study Area, including the number of employed and unemployed persons and the unemployment rate, with comparisons to county employment statistics.

Table 3.3.2 Employment Status

Employment Status				
Jurisdiction	Civilian Labor Force	Employed	Unemployed	Unemployment Rate
California	18,804,519	16,635,854	2,168,665	7.3%
County of Orange	1,604,290	1,453,951	150,339	6.2%
City of Anaheim	175,618	155,012	20,606	8.0%
City of Yorba Linda	34,593	31,735	2,858	5.5%
City of Orange	73,604	67,082	6,522	5.9%
Census Tract 218.26	1,499	1,331	168	8.8%
Census Tract 219.12	2,323	2,194	129	5.6%
Census Tract 219.23	4,172	3,897	275	5.2%
Census Tract 219.24	2,309	2,283	126	3.7%
Census Tract 524.20	11,465	10,882	583	5.1%
County of Riverside	1,030,145	877,030	153,115	9.1%
City of Corona	78,007	68,796	9,211	8.0%
Coronita CDP	1,621	1,506	115	4.0%
Census Tract 406.9	5,541	5,031	520	6.5%
Census Tract 481	3,248	2,835	413	12.7%
Census Tract 419.04	2,447	2,205	242	6.3%
Census Tract 419.12	3,270	3,046	224	5.0%
Census Tract 419.13	3,034	2,778	256	8.4%
Census Tract 415	1,008	758	250	24.8%
County of San Bernardino	938,164	801,850	136,314	14.5%
City of Chino Hills	41,138	36,652	4,486	10.9%
Census Tract 1.16	5,702	5,228	474	8.3%

Source: United States Census Bureau. 2009–2013 American Community Survey, Table DP03.

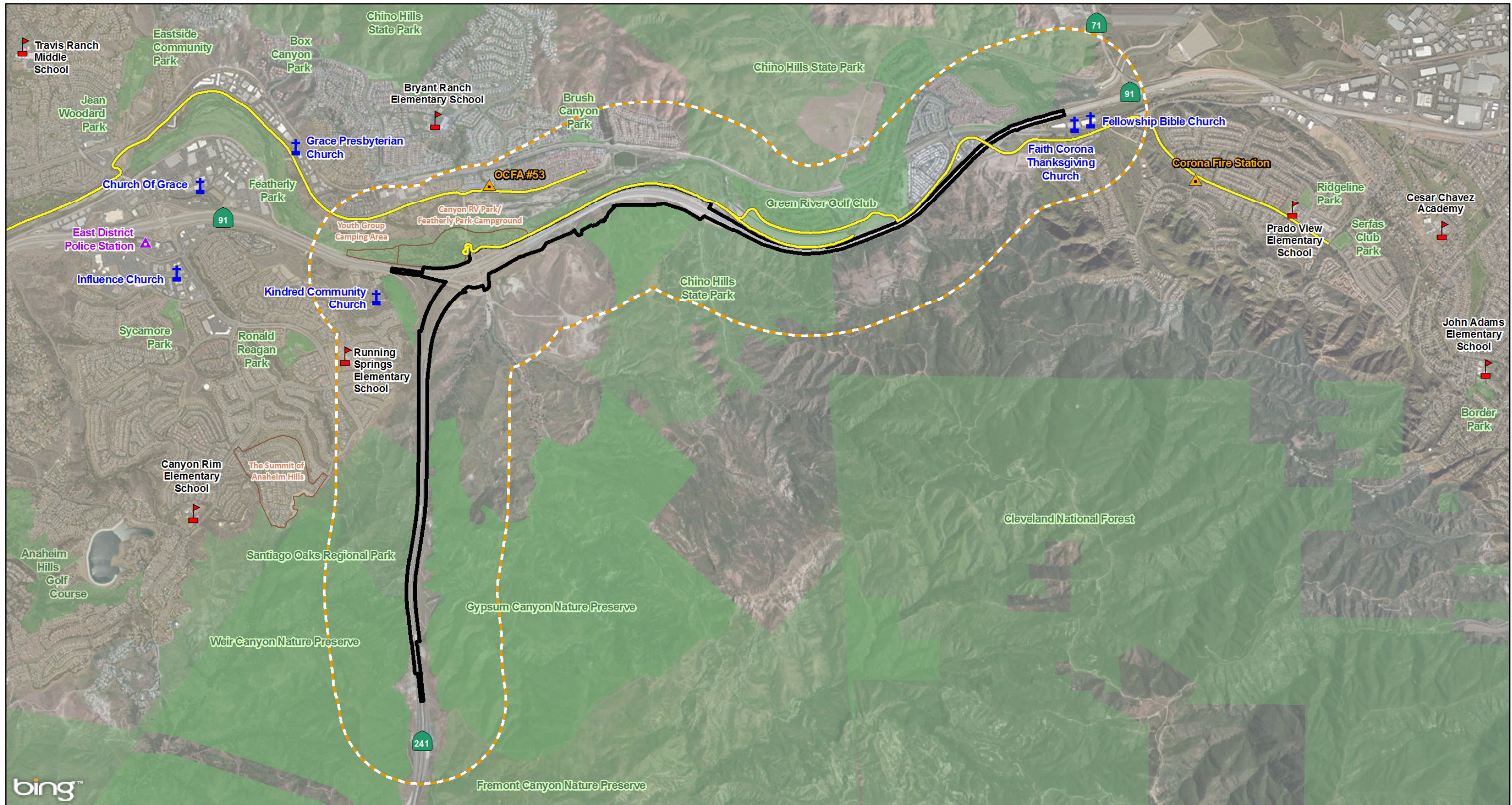
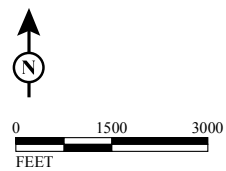


FIGURE 3.3.2

LEGEND

- Project Area
- Half-mile Radius from Project Area
- Parks and Recreational Resources
- Santa Ana River Trail
- School
- Church
- Fire Station
- Police Station

*Note: There are no hospitals within approximately 5 miles of the project area.



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The cities of Yorba Linda and Orange have lower unemployment rates than the County of Orange overall. In addition, the City of Corona and the Coronita CDP have lower unemployment rates than the County of Riverside overall. In San Bernardino County, the City of Chino Hills has a lower unemployment rate than the County overall. As shown in Table 3.3.2, most of the census tracts have lower unemployment rates than the counties of Orange and Riverside. However, one census tract in the County of Orange (218.26) and two census tracts in the County of Riverside (415 and 481) have a higher unemployment rate than their respective counties. Unemployment rates in the census tracts range from 3.7 to 24.8 percent.

Income and Poverty Level

As shown in Table 3.3.3, the City of Yorba Linda reported the highest annual median household income at \$37,000 higher than that of the County of Orange. The City of Anaheim reported the lowest annual median household income at approximately \$16,300 below the County of Orange average. In comparison to the County of Riverside overall, the annual median household income for the Coronita CDP and the City of Corona was approximately \$20,000 higher. The median household income in the City of Chino Hills is substantially higher than the County of San Bernardino (approximately \$50,000 higher).

Table 3.3.3 Income and Poverty Level

Jurisdiction	Total Population for whom Poverty is Determined	Median Household Income	Persons Living in Poverty (percent)
County of Orange	3,014,416	\$75,422	12.4%
City of Anaheim	336,612	\$59,165	16.1%
City of Yorba Linda	65,312	\$112,259	3.1%
City of Orange	132,298	\$78,838	11.8%
Census Tract 218.26	2,500	\$78,142	2.3%
Census Tract 219.12	4,694	\$152,634	2.9%
Census Tract 219.23	6,779	\$115,284	1.5%
Census Tract 219.24	4,455	\$109,068	2.4%
Census Tract 524.20	21,867	\$119,258	4.1%
County of Riverside	2,193,762	\$56,529	16.2%
City of Corona	154,504	\$77,123	10.8%
Coronita CDP	3,227	\$76,713	12.8%
Census Tract 406.9	11,317	\$114,628	6.1%
Census Tract 481	4,892	\$77,945	8.2%
Census Tract 419.04	5,733	\$111,802	7.2%
Census Tract 419.12	6,446	\$111,779	5.1%
Census Tract 419.13	5,506	\$82,083	7.8%
Census Tract 415	2,089	\$43,052	32.6%
County of San Bernardino	2,010,188	\$54,090	18.7%
City of Chino Hills	75,380	\$105,413	6.1%
Census Tract 1.16	11,121	\$109,628	2.6%

Source: United States Census Bureau. 2009–2013 American Community Survey (ACS), Tables S1701 and S1903.

For 2014, the United States Department of Health and Human Services (DHHS) poverty guideline was \$19,790 for a family of three and \$23,850 for a family of four. Of the associated counties, the County of San Bernardino reports the highest poverty rate of 18.7 percent. Among the cities and the Coronita CDP, the City of Yorba Linda reported the lowest poverty rate at 3.1 percent and the City of Anaheim reported the highest poverty rate at 16.1 percent. All the census tracts reported lower poverty rates than their respective counties, with the exception of Census Tract 415. In addition, all the census tracts in the counties of Orange and San Bernardino reported substantially lower poverty rates than the census tracts in the County of Riverside.

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 2010 United States Census demonstrates that approximately 30 percent of the counties of Riverside and San Bernardino residents were employed outside their county of residence, which is nearly double the percentage of residents employed outside their county of residence in comparison to the State of California. The cities and the CDP in the counties of Riverside and San Bernardino further demonstrate this trend, with the majority of residents working outside their place of residence or county. The City of Chino Hills demonstrates a notably higher percentage of residents working outside of their county of residence at 62.4 percent, which is approximately four times the percentage of residents employed outside their county of residence in comparison to the State of California. Table 3.3.4 illustrates commute and travel time information for the Study Area cities, the CDP, and the associated counties.

The County of Riverside has nearly twice the percentage of residents that have a commute longer than 60 minutes in comparison to the County of Orange. The cities of Corona and Chino Hills and the Coronita CDP have substantially higher percentages of employed residents with a commute longer than 60 minutes than residents of the cities of Anaheim, Orange, and Yorba Linda.

Table 3.3.4 Commuting Patterns

	State of California	County of Orange	County of Riverside	County of San Bernardino	City of Anaheim	City of Orange	City of Yorba Linda	City of Chino Hills	City of Corona	Coronita CDP
Work in County of Residence	13,474,530 (82.7%)	1,195,005 (83.9%)	578,446 (68.5%)	550,372 (69.8%)	127,040 (83.5%)	57,719 (87.7%)	23,753 (77.2%)	13,239 (37.1%)	33,030 (49.0%)	693 (46.0%)
Work Outside of County of Residence	2,735,432 (16.8%)	223,847 (15.7%)	264,593 (30.9%)	233,990 (29.7%)	24,742 (16.3%)	7,876 (12.0%)	6,927 (22.5%)	22,249 (62.4%)	34,022 (51.0%)	813 (54.0%)
Work in Place of Residence¹	5,798,884 (36%)	351,927 (24.7%)	227,050 (26.5%)	194,444 (24.7%)	45,079 (29.6%)	16,469 (25.0%)	4,480 (14.6%)	4,921 (13.8%)	20,281 (30.0%)	147 (9.8%)
Work Outside Place of Residence	9,684,789 (59.4%)	1,059,458 (74.3%)	605,869 (70.7%)	551,555 (70.0%)	107,036 (70.4%)	49,382 (75.0%)	26,277 (85.4%)	30,740 (86.2%)	47,144 (70.0%)	1,359 (90.2%)
Travel Time to Work										
<30 minutes	8,997,490 (58.3%)	830,759 (58.3%)	436,734 (53.7%)	450,676 (59.5%)	85,023 (57.7%)	39,893 (63.2%)	13,950 (48.1%)	13,546 (39.8%)	27,281 (42.5%)	549 (39.4%)
30–44 minutes	2,918,252 (18.9%)	315,587 (22.1%)	108,525 (13.3%)	133,950 (17.7%)	36,298 (24.6%)	15,282 (24.2%)	9,266 (32.0%)	8,996 (26.4%)	13,917 (21.7%)	330 (23.7%)
45–59 minutes	1,240,299 (8.0%)	95,679 (6.7%)	76,047 (9.3%)	129,041 (17.0%)	10,774 (7.4%)	3,606 (5.7%)	2,594 (8.9%)	4,472 (13.1%)	9,408 (14.7%)	215 (15.4%)
>60 minutes	1,558,740 (10.1%)	111,415 (7.8%)	141,133 (17.3%)	43,694 (5.8%)	13,501 (9.2%)	4,274 (6.8%)	3,183 (11.0%)	7,056 (20.7%)	13,572 (21.1%)	300 (21.5%)

Source: United States Census Bureau, American Community Survey 2009–2013, Tables B08007, B08008, and B08303.

¹ Place of Residence is either a city or a CDP.

CDP = Census designated place

3.3.1.3 Environmental Consequences

Temporary Impacts

Temporary impacts to community cohesion generally depend on whether a project is likely to create a barrier or disrupt connectivity of a community. Either of these can be a result of disruptions in access or residential and business acquisitions.

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

The Build Alternative could potentially result in temporary impacts to community character and cohesion related to construction activities, including short-term air quality, noise, and traffic/access, and visual impacts.

Construction activities would result in temporary impacts associated with construction equipment noise and air emissions. However, a large part of the Project Area is surrounded by open space/undeveloped land where construction activities would not disrupt community character and cohesion. The Summit of Anaheim Hills, the closest residential neighborhood to the Project Area (approximately 1,400 ft from

the nearest construction staging area), is in the hills above and west of SR-241, south of the SR-241/SR-91 interchange. This residential community and visitors at Featherly Regional Park, which is located approximately 380 ft from the nearest construction staging area, have the potential to be impacted by minimal dust and equipment noise during construction activities; however, construction activities would be limited to the immediate vicinity where physical improvements associated with the Build Alternative would be constructed. In addition, construction impacts related to air quality and noise would be minimized through compliance with Caltrans standards for noise and emissions as discussed later in Sections 3.12, Air Quality, and 3.13, Noise. Refer to Section 3.1, Land Use, for additional discussion regarding potential impacts to parks and recreational resources, including Featherly Regional Park, during construction. Refer to Section 3.4, Utilities/Emergency Services, for discussion regarding the potential impacts to police and fire stations and hospitals during construction.

All construction access and staging areas would occur within existing Caltrans right-of-way, and no temporary construction easements (TCEs) would be required on private property. However, the Build Alternative would require temporary closure of one lane in each direction on SR-241 and SR-91 at various times to construct the median-to-median connector and install advance signage. In addition, temporary detours and weekend or nighttime closures would be required at the SR-91/Gypsum Canyon Road Interchange ramps to realign the ramps and construct bridge supports for the new connector. Similarly, temporary detours and weekend or nighttime closures would be required at the existing northbound SR-241 to eastbound SR-91 connector to widen SR-91 to the south. To minimize traffic disruptions during construction, the Transportation Management Plan (TMP) would be finalized and approved during Final Design. The Transportation Management Plan Data Sheet is provided in Appendix I. The TMP would be implemented during construction to reduce project-related temporary impacts to community character and cohesion. Refer to Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, for additional discussion regarding the TMP. Additionally, Measure V-5, Construction Lighting, requires that necessary lighting for safety and nighttime construction activities be contained and directed toward the construction areas.

No Build Alternative

The No Build Alternative does not include the construction of any transportation improvements in the Project Area. As a result, the No Build Alternative would not result in any short-term substantial impacts on community character and cohesion.

Permanent Impacts

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

The Build Alternative would not result in residential or non-residential displacements; most residences are more than 0.5 mi from the Project Area..

As discussed in further detail in Section 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, the Build Alternative would improve access and circulation along SR-241 and SR-91 in the Project Area by providing a direct connection between SR-241 and the *91 Express Lanes*. The *Traffic Analysis Report* (July 2015) forecasted traffic volumes on SR-241 to increase due to this improved accessibility between SR-241 and the *91 Express Lanes*. In the AM peak period from westbound SR-91 to the southbound SR-241, this would amount to 850 vehicles per hour in 2017 and 1,320 vehicles per hour in 2040. In the PM peak period from northbound SR-241 to the eastbound SR-91, this would amount to 190 vehicles per hour in 2017. By 2040, there is no shift due to the increased number of lanes on SR-91 as a result of the Ultimate SR-91 Corridor Improvement Project improvements. The increase in traffic volume on SR-241 would not result in substantial traffic, air quality, or noise impacts on adjacent communities due to improvement in the overall efficiency of the system in the Project Area (i.e., reduced congestion). The Build Alternative would improve mobility and increase the efficiency of the existing circulation system without dividing or otherwise substantially affecting the character of adjacent communities.

The Build Alternative would add to the already large-scale roadway facilities, adding hardscape and further urbanizing the character; however, it would not have a substantial impact since most communities are not immediately adjacent to the Project Area. The existing roadways and Santa Ana River currently divide the communities, and while the Build Alternative would widen SR-241 and SR-91, it would have a minimal effect on community cohesion. Please refer to Section 3.6, Visual/Aesthetics, for more detail on the visual character. The project will incorporate Context Sensitive Design, as described in the nationally recognized Federal Highway Administration (FHWA) Principles of Context Sensitive Design Standards, to the greatest extent possible. Please refer to Section 3.6.5 for avoidance, minimization, and/or mitigation measures that address visual impacts within the Project Area.

The Build Alternative would not result in substantial permanent impacts to community character and cohesion. Refer to Section 3.1, Land Use, for additional discussion regarding potential long-term impacts to parks and recreational resources.

Refer to Section 3.4, Utilities/Emergency Services, for discussion regarding the potential long-term impacts to police and fire stations and hospitals. Refer to Section 3.6, Visual, for discussion regarding long-term visual and aesthetic impacts. Measures V-1 through V-7, in Section 3.6.5, will minimize potential permanent impacts to visual resources.

No Build Alternative

The No Build Alternative does not include the operation of any transportation improvements in the Project Area. As a result, the No Build Alternative would not result in permanent substantial impacts on community character and cohesion. As discussed in Section 1.2.2, Need for the Proposed Project, the communities in the Study Area are affected by traffic congestion and reduced mobility in the SR-241/SR-91 interchange area. Under the No Build Alternative, this congestion would increase, thereby exacerbating existing mobility conditions associated with a lack of a direct connector between SR-241 and the *91 Express Lanes*.

3.3.1.4 Avoidance, Minimization, and/or Mitigation Measures

Measure TR-1 in Section 3.5 (implementation of a TMP), would minimize temporary impacts to community character and cohesion.

Temporary air quality impacts would be minimized based on implementation of Measures AQ-1 through AQ-5, which are provided in Section 3.12, Air Quality. These measures require the control of dust and equipment emissions during construction.

Temporary noise impacts would be minimized based on implementation of Measure N-1, which is provided in Section 3.12, Noise. Measure N-1 requires the construction contractor to comply with California Department of Transportation (Caltrans) Standard Specifications regarding noise control during construction. Measures V-1 through V-5, provided in Section 3.6.5, will minimize potential impacts to visual resources. No additional measures are required.

Measures V-1 through V-7, in Section 3.6.5, will minimize permanent impacts to community character.

3.3.2 Relocations and Real Property Acquisitions

3.3.2.1 Regulatory Setting

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act 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.

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 United States Code [USC] 2000d, et seq.). Please see Appendix C for a copy of the Department's Title VI Policy Statement.

3.3.2.2 Affected Environment

The Project Area and Project Vicinity are dominated by the two freeways, parkland, hillside open space and the Santa Ana River. There is residential and commercial development on the west end of the Project Area in the cities of Anaheim and Yorba Linda and residential, commercial, and industrial uses at the east end of the Project Area in the City of Corona.

A Draft Relocation Impact Memorandum (January 2016) was prepared for the project.

3.3.2.3 Environmental Consequences

Temporary Impacts

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

Construction of the Build Alternative would not require any TCEs on private property. Therefore, the Proposed Project would not result in any temporary impacts related to temporary right-of-way acquisitions.

No Build Alternative

The No Build Alternative does not include construction of any transportation improvements in the Project Area. As a result, the No Build Alternative would not result in any temporary impacts related to temporary right-of-way acquisitions.

Permanent Impacts

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

The Build Alternative would result in the partial acquisition of one undeveloped County of Orange-owned property (Assessor's Parcel Number 085-071-56). The area where right-of-way would be required for the Build Alternative is along SR-91 and begins at the slope approximately 3,600 ft west of Coal Canyon. The partial acquisition would not result in the displacement or relocation of any residents or businesses, and no loss of sales or property tax would occur. Therefore, no permanent direct or impacts related to relocations or real property acquisitions would occur as a result of the Build Alternative.

No Build Alternative

The No Build Alternative does not include the operation of any transportation improvements in the Project Area. As a result, the No Build Alternative would not result in permanent acquisition of any partial or full parcel properties.

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

The Proposed Project would not result in acquisition of property that would displace residents or businesses. Therefore, no measures related to compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 as amended are required.

3.3.3 Environmental Justice

3.3.3.1 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 William J. Clinton on February 11, 1994. EO 12898 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, which for 2013 was \$23,550 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. Caltrans' commitment to upholding the

mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix C of this document.

3.3.3.2 Affected Environment

The Study Area for the consideration of adverse effects on environmental justice populations was defined as the census tracts for the associated cities, the Coronita CDP, and the associated counties used to assess the Proposed Project's effects on community character and cohesion. This environmental justice analysis applies the following methodology to identify minority and low-income populations in the Study Area that are meaningfully larger than those populations in the counties of Orange, Riverside, and San Bernardino.

The environmental justice analysis was conducted using census information from the 2010 Census and 2009–2013 ACS for the total populations of the counties of Orange, Riverside, and San Bernardino; the cities of Anaheim, Yorba Linda, Orange, Chino Hills, and Corona; the Coronita CDP; and the census tracts in the Study Area. The following three populations were considered in assessing whether or not the Proposed Project would result in disproportionate adverse impacts to environmental justice populations and whether or not the Proposed Project would result in benefits for those populations:

- **Minority Population:** A census tracts is considered to have minority populations if the percentage of minority residents in the census tract is more than 10 percentage points higher than the county average (i.e., 49.2 percent, 49.0 percent, and 43.2 percent for the counties of Orange, Riverside, and San Bernardino, respectively).
- **Hispanic/Latino Population:** Defined as persons of Hispanic/Latino origin, a descriptor of ethnic origin for someone who may be of any race. A census tract is considered to have a Hispanic/Latino population if the percentage of Hispanic/Latino residents in the census tract is more than 10 percentage points higher than the county overall (i.e., 44.7 percent, 55.5 percent, and 53.2 percent for the counties of Orange, Riverside, and San Bernardino, respectively).
- **Low-Income Population:** Low-income populations are those persons living below the poverty level, defined as the Census Bureau's poverty threshold of \$23,850 for a family of four. A census tract is considered to have low-income populations if the percentage of residents in the census tract who are living below the Census Bureau's defined poverty threshold is more than 5 percentage points

higher than the county average (i.e., 17.4 percent, 21.2 percent, and 23.7 percent for the counties of Orange, Riverside, and San Bernardino, respectively).

Table 3.3.5 summarizes these environmental justice demographic characteristics for the Study Area counties, cities, the CDP, and the associated census tracts. There are no environmental justice populations near the Project Area because there are no residential properties near the Project Area, with the exception of The Summit of Anaheim Hills, in Census Tract 219.23 in the City of Anaheim.

Table 3.3.5 Minority, Hispanic, and Low-Income Populations for the Study Area

Area	Percent Environmental Justice Population		
	Racial Minority Population (Non-White) ¹	Hispanic	Below Poverty Level
County of Orange	39.2%	33.7%	12.4%
City of Anaheim	47.3%	52.8%	16.1%
City of Yorba Linda	24.9%	14.4%	3.1%
City of Orange	32.9%	38.1%	11.8%
Census Tract 218.26	27.0%	16.8%	2.3%
Census Tract 219.12	25.9%	11.4%	2.9%
Census Tract 219.23	33.3%	14.6%	1.5%
Census Tract 219.24	36.9%	14.8%	2.0%
Census Tract 524.20	58.2%	8.0%	4.1%
County of Riverside	39.0%	45.5%	16.2%
City of Corona	40.3%	43.6%	10.8%
Coronita CDP	36.8%	51.7%	12.8%
Census Tract 406.9	62.4%	37.5%	6.1%
Census Tract 481	33.2%	23.1%	5.1%
Census Tract 419.04	56.1%	41.2%	8.2%
Census Tract 419.12	34.1%	25.0%	7.2%
Census Tract 419.13	33.2%	27.7%	7.8%
Census Tract 415	56.2%	87.3%	32.6%
County of San Bernardino	43.2%	49.2%	18.7%
City of Chino Hills	49.2%	29.1%	6.1%
Census Tract 1.16	52.3%	24.5%	2.6%

Source: United States Census Bureau. 2010 Census and 2009–2013 American Community Survey.
Note: **Bold** numbers indicate the values that are substantially greater than the percentage for the particular county as a whole. For racial minority, “substantially greater” means 10 percentage points higher than the percentage for the respective county (i.e., 49.2 percent, 49.0 percent, and 53.2 percent for the counties of Orange, Riverside, and San Bernardino, respectively). For Hispanic/Latino populations “substantially greater” means 10 percentage points higher than the percentage for the respective county (i.e., 43.7 percent, 55.5 percent, and 59.2 percent for the counties of Orange, Riverside, and San Bernardino, respectively). For low-income populations, “substantially greater” means 5 percentage points higher than the percentage for the respective county (i.e., 17.4 percent, 21.2 percent, and 23.7 percent for the counties of Orange, Riverside, and San Bernardino, respectively).
CDP = Census Designated Place

Minority Population and Hispanic Population

As shown in Table 3.3.5, the counties exhibit similar non-white minority population percentages; the Hispanic/Latino population percentage is lowest for the County of Orange and highest for the County of San Bernardino. Among the cities, as well as the Coronita CDP, the City of Chino Hills has the largest percentage of minority residents and the City of Anaheim has the largest percentage of Hispanic residents. The City of Yorba Linda has the smallest percentage of minority and Hispanic residents.

Minority populations in the Study Area census tracts range between 25.9 percent and 62.4 percent. Census Tracts 406.9, 419.04, and 415 exhibit substantially higher minority populations than the County of Riverside, overall. In addition, Census Tract 524.20 exhibits a substantially higher minority population proportion than the County of Orange, overall.

Hispanic/Latino populations in the Study Area census tracts range between 8.0 percent and 87.3 percent. None of the census tracts demonstrate substantially higher Hispanic/Latino population percentages than their respective counties, with the exception of Census Tract 415 in Riverside County. Overall, the census tracts in the County of Orange report lower minority and Hispanic populations than the census tracts in the counties of Riverside and San Bernardino.

Poverty Level

As shown in Table 3.3.5, the County of San Bernardino reported the highest poverty rate at approximately 18.7 percent. The City of Yorba Linda reported the lowest percentage of population living below the poverty level at approximately 3 percent, while the City of Anaheim demonstrated the highest poverty rate at approximately 16 percent. Each of the census tracts reported a lower poverty rate than its respective county, with the exception of Census Tract 415.

3.3.3.3 Environmental Consequences

Temporary Impacts

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

The Study Area includes four census tracts with an environmental justice population. These environmental justice populations, as well as other non-environmental justice populations in the Study Area, would potentially experience short-term air, noise, and traffic impacts during construction of the project improvements. However, the census

tracts that contain an environmental justice population are not within the construction footprint area. As described in Section 3.5.3, some of the parks and recreation resources in the Study Area would potentially experience short-term air, noise, and traffic impacts during construction. These short-term noise, air quality, visual, and transportation impacts would be substantially reduced through implementation of the avoidance, minimization, and/or mitigation measures discussed in Sections 3.5, Traffic and Transportation/Pedestrian and Bicycle Facilities; 3.12, Air Quality; 3.13, Noise; and 3.6, Visual/Aesthetics. With implementation of these measures, construction of the Build Alternative would not result in adverse impacts that are appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations. Therefore, the Build Alternative would not cause disproportionately high and adverse temporary effects on minority or low-income populations.

No Build Alternative

The No Build Alternative does not include construction of any transportation improvements in the Project Area. As a result, the No Build Alternative would not result in short-term impacts on environmental justice populations.

Permanent Impacts

Build Alternative (Two-Lane Express Lanes Connector) (Preferred Alternative)

The Build Alternative would partially acquire one County of Orange open space property, but would not result in the displacement of any residential or non-residential uses. The partial acquisition required for the Build Alternative is not within any of the census tracts that include environmental justice populations. Further, the Proposed Project improvements would be mainly within the State's existing right-of-way and would not divide a community or neighborhood. Therefore, the Build Alternative would not result in permanent impacts to environmental justice or non-environmental justice populations related to the permanent acquisition for the Proposed Project.

Permanent impacts to parks and recreation resources are discussed in Section 3.1.3.

The Build Alternative includes improvements that are intended to improve circulation at the junction of SR-241 and SR-91, but would not be expected to increase system efficiency to a level that would substantially increase the overall capacity of the transportation system. The increased mobility and system efficiency provided by the Build Alternative would benefit the traveling public, including environmental justice

and non-environmental justice populations, using both private vehicles and public transit. Therefore, operation of the Build Alternative would not result in adverse impacts that are appreciably more severe or greater in magnitude on environmental justice populations than the adverse effects experienced by non-environmental justice populations.

No Build Alternative

The No Build Alternative would not result in the construction of any transportation improvements in the Project Area. Therefore, the No Build Alternative would not result in permanent impacts on environmental justice populations. However, because the No Build Alternative would not provide any improvements to the transportation and circulation systems, it would not provide the benefits to the traveling public (including environmental justice populations) that would occur under the Build Alternative.

3.3.3.4 Avoidance, Minimization, and/or Mitigation Measures Related to Environmental Justice

The Build Alternative would not cause disproportionately high or adverse effects on any minority or low-income populations per EO 12898 regarding environmental justice. Therefore, no avoidance, minimization, or mitigation measures are required. Avoidance, minimization, or mitigation measures described elsewhere in this document (air quality, noise, traffic, transportation, and visual, etc.) would not result in adverse temporary impacts to all affected populations, including low-income and minority populations.

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