

4.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

4.1 OVERVIEW

It was determined in the Initial Study (IS) analysis that implementation of the Santa Ana River Parkway Extension Project (proposed project) would result in no impacts or less-than-significant impacts related to specific environmental questions on the IS Checklist. This section summarizes those specific environmental questions that were determined in the IS to result in no impacts or less-than-significant impacts and therefore, are not analyzed further in this Draft Environmental Impact Report (Draft EIR). For detailed information regarding this analysis for each environmental question on the IS Checklist, refer to the IS in Appendix A, Initial Study/Environmental Checklist. Section 5.0 (Existing Conditions, Impacts, Mitigation Measures and Level of Significance after Mitigation) of this Draft EIR includes the environmental analysis for each environmental topic and IS Checklist question for which the project may result in potentially significant adverse impacts.

4.2 AESTHETICS

Would the project have a substantial adverse effect on a scenic vista?

The project area (i.e., between Gypsum Canyon Road on the west and the Orange/Riverside/San Bernardino County boundaries on the east, and between the Burlington Northern Santa Fe [BNSF] railroad and La Palma Avenue on the north and State Route [SR] 91 on the south) has high aesthetic value due to its location along the Santa Ana River (SAR) and the surrounding open space areas that feature varying topography and prominent ridgelines. The County of Orange General Plan Scenic Highway Plan identifies the section of the SR-91 bordering the project area as a viewscape corridor. The General Plan defines a viewscape corridor as a route that traverses a corridor within which unique or unusual scenic resources and aesthetic values are found. This designation is intended to minimize the impact of highway and land development upon the significant scenic resources along the route. The City of Yorba Linda General Plan does not identify any specific scenic vistas, however, it does recognize the “scenic and visual qualities of hillside areas and ridgelines” and indicates a desire to “preserve and protect the scenic and visual quality of canyon and hillside areas as a resource of public importance.”

The proposed project involves improvements to the connectivity of the existing SAR Class I Bikeway and Riding and Hiking Trail (SAR Parkway). Implementation of the proposed project would include new trails and bikeways on the north and south banks of the SAR, three non-vehicular bridges, and other associated amenities. Overall, the proposed project would provide amenities that encourage the enjoyment and protection of existing aesthetic resources within the project area. Plant materials would be confined to developed trail features along the trail and bikeway, specifically at staging areas, trailheads, vista points, and turnouts. All planting would be regional native species. Trail features would occur at fairly regular intervals along the bikeway and the riding and hiking trail alignments and native trees would be the primary shading method at these locations. Additional native shrub plantings would be incorporated into these locations to help integrate them with surrounding habitats and the overall riparian ecosystem.

Construction of the proposed project may create temporary aesthetic impacts (e.g., exposed surfaces, construction debris, equipment, and truck traffic) associated with construction activities. However, these aesthetic impacts would be short-term in nature and would cease with completion of construction of the proposed project. Views of open space areas and prominent ridgelines from areas within the vicinity of the project area, including from the SR-91 viewscape corridor, would not be blocked or altered following project construction. The more prominent new visual elements of the proposed project, such as bridges and the staging area, would be located within the project area among other recreation-related land uses, such as

Canyon RV Park and Green River Golf Club (GRGC). Therefore, the proposed project would not have a substantial adverse effect on a scenic vista. Impacts would be less than significant.

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no designated state scenic highways, or highways that have been determined to be eligible for such designation, within the vicinity of the project area. The County of Orange General Plan Scenic Highway Plan does identify the section of the SR-91 bordering the project area as a viewscape corridor. However, implementation of the proposed project would not block or alter scenic views from areas within the vicinity of the project site, including the SR-91 viewscape corridor. The more prominent new visual elements of the proposed project, such as bridges and the staging area, would be located within the project area among other recreation-related land uses, such as Canyon RV Park and GRGC. No scenic resources, including trees, rock outcroppings, or historic buildings would be altered or damaged as part of the proposed project. Therefore, no impacts to scenic resources within a state scenic highway would occur.

Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Construction of the proposed project may create temporary aesthetic impacts (e.g., exposed surfaces, construction debris, equipment, and truck traffic) associated with construction activities. However, these aesthetic impacts would be short-term in nature and would cease with completion of construction of the proposed project. Following project construction, the existing surrounding views of open space areas and prominent ridgelines from areas within the vicinity of the project area, including from the SR-91 viewscape corridor, would not be blocked or altered. The more prominent new visual elements of the proposed project, such as bridges and the staging area, would be located within the project area among other recreation-related land uses, such as Canyon RV Park and GRGC. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Currently, there is no lighting along the existing bikeways and trails within the project area as use of the facilities are restricted to daylight hours. The proposed project would not include lighting along new or existing trails, however, it would include minimal security lighting for the staging area near the La Palma Avenue/Gypsum Canyon Road intersection. As a condition of approval, the County of Orange requires, prior to issuance of any building permit, that the applicant demonstrate all exterior lighting has been designed and located so that all direct rays are confined to the property in a manner meeting the approval of the Manager, Building Permit Services. No other components of the proposed project would include lighting or building materials that would generate substantial light or glare. Therefore, impacts related to the creation of new sources of light and glare would be less than significant.

4.3 AGRICULTURE AND FORESTRY RESOURCES

Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

There are no Williamson Act contracts located on or adjacent to the project area. No agricultural zoning exists within the portion of the project area that is located within the City of Yorba Linda. The portion of the project area that is located within unincorporated Orange County is currently zoned A1 (General

Agricultural). The A1 zoning designation provides for agriculture, outdoor recreational uses, and low intensity uses which have a predominately open space character. It should be noted that the only existing use within this A1 zoned area is the GRGC. The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur.

Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The project area is not located on forest land (as defined by Public Resources Code Section 12220[g]), timberland (as defined in Public Resources Code Section 4526), nor is the project area zoned as timberland (as defined by Government Code Section 51104[g]). Implementation of the proposed project would not involve any changes that could result in the conversion of timberland to non-timber uses. No impacts related to forest resources would occur.

Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The project area is not located on forest land, nor would the project involve the conversion of forest land to a non-forest use. No impacts related to the loss or conversion of forest land would occur.

4.4 BIOLOGICAL RESOURCES

Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Orange County does not have any policy or ordinance protecting biological resources, such as trees. While the City of Yorba has a Tree Preservation Ordinance under City Code Section 16.08.010, no City trees would be removed as part of the proposed project. No impact would occur.

4.5 GEOLOGY AND SOILS

Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project area is situated within a canyon between the Chino Hills to the north and the Santa Ana Mountains to the south. Due to its location, there are a number of steep slopes in the vicinity of the project area that could subject the proposed project to landslides. Although the proposed project is anticipated to result in an increased number of bike/trail users and increased maintenance activities, maintenance and use of the facilities would be related to intermittent and temporary recreational purposes only. No permanent, habitable structures would be included as part of the proposed project. Therefore, landslide-related impacts would be less than significant.

Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

The project does not include septic tanks or alternative waste disposal systems. No impacts would occur.

4.6 HAZARDS AND HAZARDOUS MATERIALS

Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed project includes the construction of a new Class I Bikeway, Riding and Hiking Trail, and associated amenities. The proposed project would not use a substantial amount of hazardous materials during construction. Hazardous materials that are used during construction (e.g., petroleum-based products, paints, solvents, sealers, etc.) would be transported, used, stored, and disposed of according to City, County, state, and federal regulations. Operation of the proposed project would not involve routine transport, use, or disposal of hazardous materials, or result in the release of hazardous materials into the environment. Therefore, hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no schools located within one-quarter mile of the project area. The closest school is Bryant Ranch Elementary School located at 24695 Paseo de Toronto, Yorba Linda, which is approximately 0.4 mile from the project area. Therefore, no impacts associated with the handling or emission of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school would occur.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The project area is not located within 2 miles of a public airport or in the vicinity of a public airport or public use airport. The closest airport to the project area is the Corona Municipal Airport which is approximately 4 miles to the northeast. Therefore, implementation of the proposed project would not result in public safety impacts associated with airports.

For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project area is not located in the vicinity of a private airstrip. Therefore, implementation of the proposed project would not result in public safety impacts associated with private airstrips.

Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Traffic flow could be temporarily disrupted during construction of the proposed project due to a lane closure on La Palma Avenue. However, construction of the proposed project would not obstruct emergency operations, or hinder emergency responder access in the project vicinity. Upon completion of

construction activities, operation of the proposed project would not obstruct traffic flow or emergency operations. Construction and operation of the proposed project would be required to comply with all city, county, and state safety codes, and the proposed project plans would be reviewed by the County's Public Works Department. Compliance with existing requirements would ensure that impacts related to emergency response or evacuation would be less than significant.

Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project area is situated within a canyon between the Chino Hills to the north and the Santa Ana Mountains to the south. These areas are considered wildlands and are subject to wildland fire. Additionally, the project area contains vegetation that is flammable and has experienced wildfire in the recent past. However, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail and does not include any habitable structures that would be adjacent to or intermixed with wildlands. The proposed project is anticipated to result in an increased number of bikeway and trail users as well as increased maintenance activities. However, recreational uses would be intermittent and transitory in nature and maintenance activities likewise would be periodic and temporary. In addition, the use of construction equipment will comply with County and State procedures and guidelines to prevent any fire-related hazards. Therefore, wildland fire-related impacts would be less than significant.

4.7 HYDROLOGY AND WATER QUALITY

Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The proposed project would require the use of water during construction and operation and would result in the addition of new, potentially impervious surfaces. Water would be delivered to the project area by tanker trucks, and be used to control dust generation and soil compaction during construction activities. Construction water use would not create a substantial demand upon groundwater sources or substantially change the amount of groundwater at the project area. Overall, the increased amount of impervious surfaces within the project area would be nominal. The proposed project would not substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the groundwater table. Impacts in this regard would be less than significant. Further, the proposed project would create a nominal demand for potable water and would not result in any groundwater extraction or the depletion of groundwater supplies. Therefore, impacts to groundwater supplies would be less than significant.

Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. No residential uses are included as part of the proposed project. Therefore, implementation of the proposed project would not place housing within a 100-year flood hazard area.

Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project area is located downstream of Prado Dam, failure of which would result in flooding of the area south of the Prado Dam including the project area. However, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. Although the proposed project is anticipated to result in an increased number of bikeway and trail users and increased maintenance activities, maintenance and use of the facilities and amenities would be related to intermittent and temporary recreational purposes only. No permanent, habitable (or other) structures would be included as part of the proposed project. Therefore, flooding-related impacts would be less than significant.

Would the project expose people or structures to risk of inundation by seiche, tsunami, or mudflow?

Tsunamis are seismically induced sea waves generated by offshore earthquake, submarine landslide, or volcanic activity. The project area is approximately 26 miles inland from the Pacific Ocean. Therefore, no tsunami-related impacts would occur.

Seiches are extensive wave actions on lakes, reservoirs, or other enclosed bodies of water caused by meteorological or seismic activity, such as strong winds and earthquakes. Seiches can result in flooding or wave-caused damage when they overtop a body of water. The project area is located immediately downstream of Prado Dam, behind which dammed water could be subject to a seiche from seismic activity. However, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. The proposed project is anticipated to result in an increased number of bikeway and trail users as well as increased maintenance activities. However, recreational uses would be intermittent and transitory in nature and maintenance activities likewise would be periodic and temporary. No permanent, habitable structures would be included as part of the proposed project. Therefore, seiche-related impacts would be less than significant.

The project area is situated within a canyon between the Chino Hills to the north and the Santa Ana Mountains to the south. Due to its location, there are a number of steep slopes in the vicinity of the project area that could subject the proposed project to inundation by mudflow during periods of heavy rains. However, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. The proposed project is anticipated to result in an increased number of bikeway and trail users as well as increased maintenance activities. However, recreational uses would be intermittent and transitory in nature and maintenance activities likewise would be periodic and temporary. No permanent, habitable structures would be included as part of the proposed project. Therefore, mudflow related impacts would be less than significant.

4.8 LAND USE AND PLANNING

Would the project physically divide an established community?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. The proposed project has no potential to divide an established community. All existing land uses near the project area are accessible via roadway and access ways. The proposed project would not affect any location or configuration of those roadways and access ways. Therefore, no impacts related to physically dividing an established community would occur.

Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project area is bound by La Palma Avenue and the BNSF Railroad to the north, the Orange County boundary to the east, SR 91 to the south, and Gypsum Canyon Road Bridge to the west. The majority of this area is located within the City of Yorba Linda with the easternmost portion of the project area being within unincorporated Orange County.

The City of Yorba Linda General Plan designates most of the project area that occurs within its boundaries as Open Space General and designates a parcel located adjacent to unincorporated Orange County as Commercial General. The Commercial General designation provides for a variety of retail, service, and entertainment facilities. The Open Space designation provides for active and passive recreation areas, passive open space, conservation, and public safety land uses, either public or private in nature. The City of Yorba Linda Zoning designation for most of the project area that occurs within its boundaries is OS (Open Space) with a flood plain overlay (FP-2). The zoning designation for one parcel located adjacent to unincorporated Orange County is PD-22 (Planned Development Coal Canyon). The Open Space zone is intended for general agriculture, open space, and public uses. The PD-22 zone is intended for preservation as a wildlife corridor by the State.

The County of Orange General Plan designates the unincorporated portion of the project area as Open Space (5). The Open Space (5) category indicates the current and near-term use of the land. This category provides for limited land uses that do not require a commitment of significant urban infrastructure. This area is currently zoned by the County of Orange as A1 (General Agricultural). The A1 zoning designation provides for agriculture, outdoor recreational uses, and low intensity uses which have a predominately open space character. It should be noted the existing use within this A1 zoned area is the GRGC.

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. No changes to the existing City of Yorba Linda and Orange County zoning and General Plan land use designations would occur. The proposed project would be consistent with the existing zoning and land use designations. Therefore, the proposed project would not conflict with any applicable City of Yorba Linda or County of Orange land use plan, policy, or regulation. No impact would occur.

Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

Implementation of the proposed project would not conflict with an applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP). The northern-most boundary of the Central Subarea of the Orange County NCCP/HCP ends along the south side of SR-91, which is outside of the project area.

Note that potential impacts related to other local conservation plans will be discussed in Section 5.3 (Biological Resources) of this Draft EIR.

4.9 MINERAL RESOURCES

Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

There are no current mining activities within the project area. Both the Yorba Linda and County of Orange General Plans identify the SAR as a mineral resource zone. According to the General Plans, construction aggregate is found in the natural sand and gravel deposits of the SAR. Furthermore, the majority of the project area has been classified as Mineral Resource Zone 2 (MRZ-2) on Plate 4 of the Generalized Mineral Land Classification Map of Orange County. MRZ-2 areas indicate the existence of a construction aggregate deposit that meets certain State criteria for value and marketability based solely on geologic factors. Additionally, a portion of the project area is located within an area identified as a resource sector. Based upon guidelines developed by the State Mining and Geology Board and State Geologist, a resource sector is an area judged to contain a significant deposit of construction-quality aggregate that is available, from a general land use perspective, to meet the future needs of the Production-Consumption (P-C) region. The City and County General Plan designations and policies are intended to protect these resources. The City of Yorba Linda designates the area as Open Space with a flood plain zoning overlay and the County designates the area as Open Space. These designations serve as protection for potential resource extraction in the future.

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail, and would be consistent with existing zoning and land use designations. Although the proposed project would involve the construction of new bikeways/trails as well as non-vehicular bridges to provide connections to the north and south sides of the SAR, these project elements would not preclude the ability for future mineral resource extraction in the project area. As such, implementation of the proposed project would not result in the loss of mineral resources. Impacts would be less than significant.

Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The majority of the project area has been classified as MRZ-2 and a portion of the project area is identified as a resource sector. Although the proposed project would involve the construction of new bikeways/trails as well as non-vehicular bridges to provide connections to the north and south sides of the SAR, these project elements would not preclude the ability for future mineral resource extraction in the project area. As such, implementation of the proposed project would not result in the loss of availability of a resource recovery site or the loss of future mineral resource extraction. Impacts would be less than significant.

4.10 NOISE

Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. Operation of the proposed project would not introduce any change in land use that could result in a substantial change to the existing noise levels within the project area. Although the proposed project is anticipated to result in an increased number of bikeway and trail users, and maintenance activities, the associated increase in noise levels above those existing without the proposed project would not be substantial. As such, implementation of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project. Impacts would be less than significant.

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within an airport land use plan or 2 miles of a public airport or public use airport. The closest public airport to the project area is the Corona Municipal Airport, which is approximately 4 miles northeast of the project area. The proposed project is located approximately three miles southeast of the 55 dBA CNEL noise contour according to the Riverside County Airport Land Use Compatibility Plan. Therefore, implementation of the proposed project would not result in the exposure of people to excessive noise generated by a public airport. No impact would occur.

For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within the vicinity of a private airstrip. Therefore, implementation of the proposed project would not result in the exposure of people to excessive noise generated by a private airstrip. No impact would occur.

4.11 POPULATION AND HOUSING

Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. There is no proposed residential or commercial/business component that could result in substantial population growth in the area. Construction workers would either be existing County employees or come from the existing local labor pool. Implementation of the proposed project would not result in the generation of new permanent jobs and would not contribute to any substantial population growth. Therefore, project implementation would not induce growth, either directly or indirectly. No impact would occur.

Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. The project area does not contain residential structures. Therefore, implementation of the proposed project would not displace any existing housing. No impact would occur.

Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Implementation of the proposed project would not result in displacement of any housing or people. No impacts related to the necessity for replacement housing would occur.

4.12 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Fire protection?

The Orange County Fire Authority (OCFA) provides fire protection services within the City of Yorba Linda and the unincorporated areas of Orange County. Fire Station #53 is located at 25415 East La Palma Avenue, adjacent to the project area. The proposed project does not involve development of new residential or non-residential structures that would contribute to a permanent increase in population to the area. The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. As the proposed project represents improvement to, and enhancement of, existing recreational facilities, it is not anticipated that the proposed project would result in a substantial increase in the need for fire protection services. Impacts to fire protection services would be less than significant.

Police protection?

The Orange County Sheriff's Department (OCSA) provides police protection services to unincorporated areas of Orange County as well as to the City of Yorba Linda on a contract basis. The proposed project does not involve development of new residential or non-residential structures that would contribute to a permanent increase in population to the area. As stated, the proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. As the proposed project represents improvement to, and enhancement of, existing recreational facilities, it is not anticipated that the proposed project would result in a substantial increase in the need for police protection services. Impacts to police protection services would be less than significant.

Schools?

The proposed project does not include new residential development and would not result in an increased demand for school services. As such, the proposed project would not result in the need to alter existing schools or construct new schools, the construction of which could result in significant impacts on the physical environment. Therefore, no impacts related to schools would occur.

Parks?

The proposed project is a recreation-related project involving the implementation of a Class I Bikeway and Riding and Hiking Trail that will provide connectivity of the existing SAR Class I Bikeway and Riding and Hiking Trail within the SAR Parkway. The proposed project does not, however, include any residential structures that would involve a permanent increase in population to the area. As such, the proposed project would not result in an increased demand for additional park facilities in order to maintain acceptable service ratios. Therefore, no impacts related to the need for new or physically altered parks would occur.

It should be noted that impacts associated with construction and expansion of recreational facilities, which may have an adverse physical effect on the environment, will be analyzed Section 5.10 (Recreation) of this Draft EIR.

Other public facilities?

No other public services would be impacted by the proposed project. The proposed project is not expected to adversely affect any other governmental services in the area. Therefore, no impacts related to other public facilities would occur.

4.13 TRANSPORTATION AND TRAFFIC

Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

There are no airports within 4 miles of the project area. The proposed project, which involves the implementation of a Class I Bikeway and Riding and Hiking Trail, would not have the potential to affect air traffic or air traffic patterns. No impacts related to air traffic would occur.

Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Implementation of the proposed project would be designed in accordance with the current design speeds and stopping sight distances as defined for Class I Bikeways in Chapter 1000, “Bikeway Planning and Design”, of the California Department of Transportation Highway Design Manual, September 2006. As such, the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). Impacts would be less than significant.

Would the project result in inadequate emergency access?

Traffic flow could be temporarily disrupted during construction of the proposed project due to a lane closure on La Palma Avenue. However, construction of the proposed project would not obstruct emergency operations, or hinder emergency responder access in the project vicinity. Upon completion of construction activities, operation of the proposed project would not obstruct traffic flow or emergency operations. Construction and operation of the proposed project would be required to comply with all city, county, and state safety codes, and the proposed project plans would be reviewed by the County’s Public Works Department. Compliance with existing requirements would ensure that impacts related to emergency response or evacuation would be less than significant.

Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Construction of the proposed project would temporarily disrupt the normal use of bicycle and pedestrian facilities within the project area by causing temporary detours or delays. However, throughout the 18-month construction period, access to the existing Class I Bikeway within the project area and facilitation of movement through the project area would be maintained such that the temporary disruption to normal use would be less than significant. Furthermore, implementation of the proposed project is part of a multi-County plan to coordinate SAR Parkway planning along the SAR and assist in completing the 110-mile SAR Parkway.

4.14 UTILITIES AND SERVICE SYSTEMS

Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. A staging area with restrooms and other amenities is proposed along the northern bank of the SAR, adjacent to La Palma Avenue. These amenities would tie into the existing municipal sewer system. Additional amenities would include water for walkers, hikers, bicyclists, and horses. These proposed uses would result in wastewater generation. However, such facilities are anticipated to generate a minimal amount of wastewater and would not exceed wastewater treatment requirements. Impacts would be less than significant.

Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. A staging area with restrooms and other amenities is proposed along the northern bank of the SAR adjacent to La Palma Avenue. These amenities would tie into the existing municipal sewer system. Additional amenities would include water for walkers, hikers, bicyclists, and horses. Implementation of the proposed project would require water and wastewater service to the project area. The proposed facilities would require a nominal amount of water and wastewater service. As such, the proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Impacts would be less than significant.

Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project would be located on the north and south banks of the SAR. Following construction of the proposed project, all runoff from the project area would continue to drain into the SAR. Certain elements of the proposed project, such as the staging area, would require appropriate drainage design consideration; however, the proposed project would not require or result in the construction of substantial new stormwater drainage facilities or expansion of existing facilities. Therefore, no impacts related to construction or expansion of stormwater drainage facilities would occur.

Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. A staging area with restrooms and other amenities is proposed along the northern bank of the SAR adjacent to La Palma Avenue. Additional amenities would include water for walkers, hikers, bicyclists, and horses. The proposed facilities would require a nominal amount of water to serve the proposed project. As such, the proposed project would not require new or expanded water supply entitlements. Impacts would be less than significant.

Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. A staging area with restrooms and other amenities is proposed along the northern bank of the SAR, adjacent to La Palma Avenue. These amenities would tie into the existing municipal sewer system. Additional amenities would include water for walkers, hikers, bicyclists, and horses. Implementation of the proposed project would require a nominal amount of wastewater service. As such, it is anticipated that the wastewater treatment provider which serves the proposed project would have adequate service capacity. Impacts would be less than significant.

Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The proposed project involves the implementation of a Class I Bikeway and Riding and Hiking Trail. The proposed project does not propose new uses that would result in a substantial increase in solid waste generation. Although the proposed project is anticipated to result in an increased number of trail users, it is not anticipated that this increase would result in any exceedance in permitted landfill capacity. Additionally, construction of the proposed project is not anticipated to generate a substantial amount of solid waste. It should be noted the County would ensure that at least 50 percent of construction and demolition waste from the proposed project is recycled per the OC Waste & Recycling Construction and Demolition Recycling and Reuse Program. The remaining waste would be minimal and could be accommodated at local landfills. Impacts would be less than significant.

Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The quantity of solid waste would be minimal and would be accommodated by local landfills. The proposed project would comply with all federal, state and local statutes and regulations related to the disposal of solid waste. Therefore, no impacts related to compliance with statutes and regulations related to solid waste would occur.