Initial Study

OC River Walk

Prepared for:

City of Anaheim
200 S. Anaheim Boulevard
Anaheim, California 92805
Contact: Ana Straabe, Principal Project Planner

Prepared by:

Harris & Associates

22 Executive Park, Suite 200
Irvine, California 92614
(949) 655-3900
Contact: William Halligan, Esq., Senior Director/Sr. Environmental Counsel

March 2023

This page intentionally left blank.

Table of Contents

Figures

Tables

°F	degrees Fahrenheit
µg/kg	micrograms per kilogram
µg/L	micrograms per liter
AB	Assembly Bill
ADT	average daily traffic
Alquist-Priolo	Alquist-Priolo Earthquake Fault Zoning Act
AMSL	above mean sea level
AST	aboveground storage tank
bgs	below ground surface
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFG Code	California Fish and Game Code
CFR	Code of Federal Regulations
CH_4	methane
CNDDB	California Rare Plant Rank
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
cy	cubic yard
dB	decibel
dB(A)	A-weighted decibel
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act

GHG	greenhouse gas
GIS	geographic information system
gpm	gallons per minute
GPS	Global Positioning System
GSF	gross square feet
GWP	global warming potential
HFC	hydrofluorocarbon
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I-	Interstate
IS	initial study
L_{dn}	day-night average sound level
L_{eq}	equivalent continuous sound level
L_{max}	maximum sound level
L_{min}	minimum sound level
LOS	level of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
mg/kg	milligrams per kilogram
mg/L	milligrams per liter
MMRP	Mitigation Monitoring and Reporting Program
MMT	millions of metric tons
MND	mitigated negative declaration
mpg	miles per gallon
mph	miles per hour
MSCP	Multiple Species Conservation Program
MT	metric ton
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
ND	negative declaration
NO	nitric oxide
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O&M	operations and maintenance
O_3	ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PCB	polychlorinated biphenyl
PFC	perfluorocarbon
PM	particulate matter

PM_{10}	particulate matter measuring no more than 10 microns in diameter
$PM_{2.5}$	fine particulate matter measuring no more than 2.5 microns in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	California Public Resources Code
Proposed Project	OC River Walk
RAQS	Regional Air Quality Strategy
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gas
ROW	right-of-way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAA	streambed alteration agreement
SAR	Santa Ana River
SB	Senate Bill
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SO_2	sulfur dioxide
SO_x	sulfur oxides
SR-	State Route
SVOC	semivolatile organic compound
SWPPP	stormwater pollutant prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Services
USGS	U.S. Geological Survey
UST	underground storage tank
v/c	volume to capacity
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	volatile organic compound

This page intentionally left blank.

Section 1 Project Description

1.1 Project Overview

The OC River Walk project (Proposed Project) consists of various multi-purpose improvements that have been identified to transform the Santa Ana River (SAR) corridor through various multi-purpose improvement opportunities. The Proposed Project would take place within and adjacent to the SAR. California State Coastal Conservancy Grant funding has been provided to the City of Anaheim to prepare the OC River Walk initial phase design, permitting, and associated environmental impact report (EIR) to comply with the California Environmental Quality Act (CEQA).

1.2 Project Location

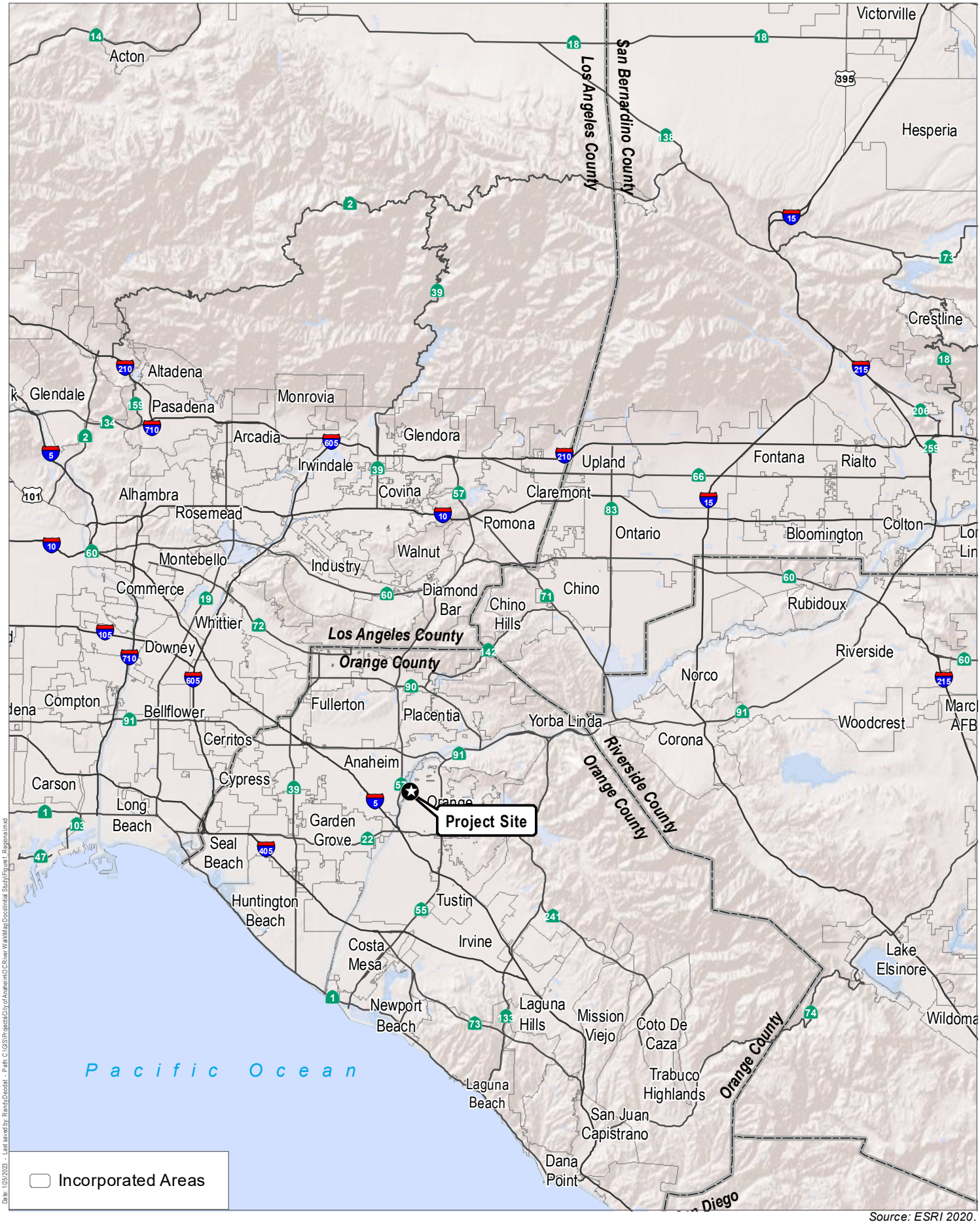
The Proposed Project is located within the SAR corridor between the Orangewood Avenue and Ball Road bridge crossings, a 450-foot wide by 9,000-foot long area (approx. 90 acres and 1.7 miles) and extends to the existing Anaheim Coves. It is adjacent to Angel Stadium, ARTIC, and the Honda Center. The Proposed Project regional location is shown on Figure 1, Regional Location, while a closer view of the site and the surrounding local vicinity is shown on Figure 2, Local Vicinity. The Proposed Project is primarily located within the City of Orange, and partially located within the City of Anaheim, with many different landowners and jurisdictional bodies.

1.3 Project Objectives

The following objectives have been established for the Proposed Project and will aid decision makers in their review of the project and associated environmental impacts:

1. Adopt a Master Plan for the OC River Walk project which identifies various improvements to further activate and accentuate the existing recreational areas, pedestrian foot traffic, and bikeways in the project vicinity.
2. Implement sustainable projects that will benefit and promote the community's health, recreation, safety, entertainment, water supply, economic, and natural resource needs.
3. Ensure future uses are integrated to ensure that the project(s) connect and complement existing or planned recreational, entertainment, and transportation facilities.
4. Implement identified project elements to transform the river to create a visually appealing asset and provide outdoor venues for public recreation and entertainment while improving the ecology of the river corridor.

This page intentionally left blank.



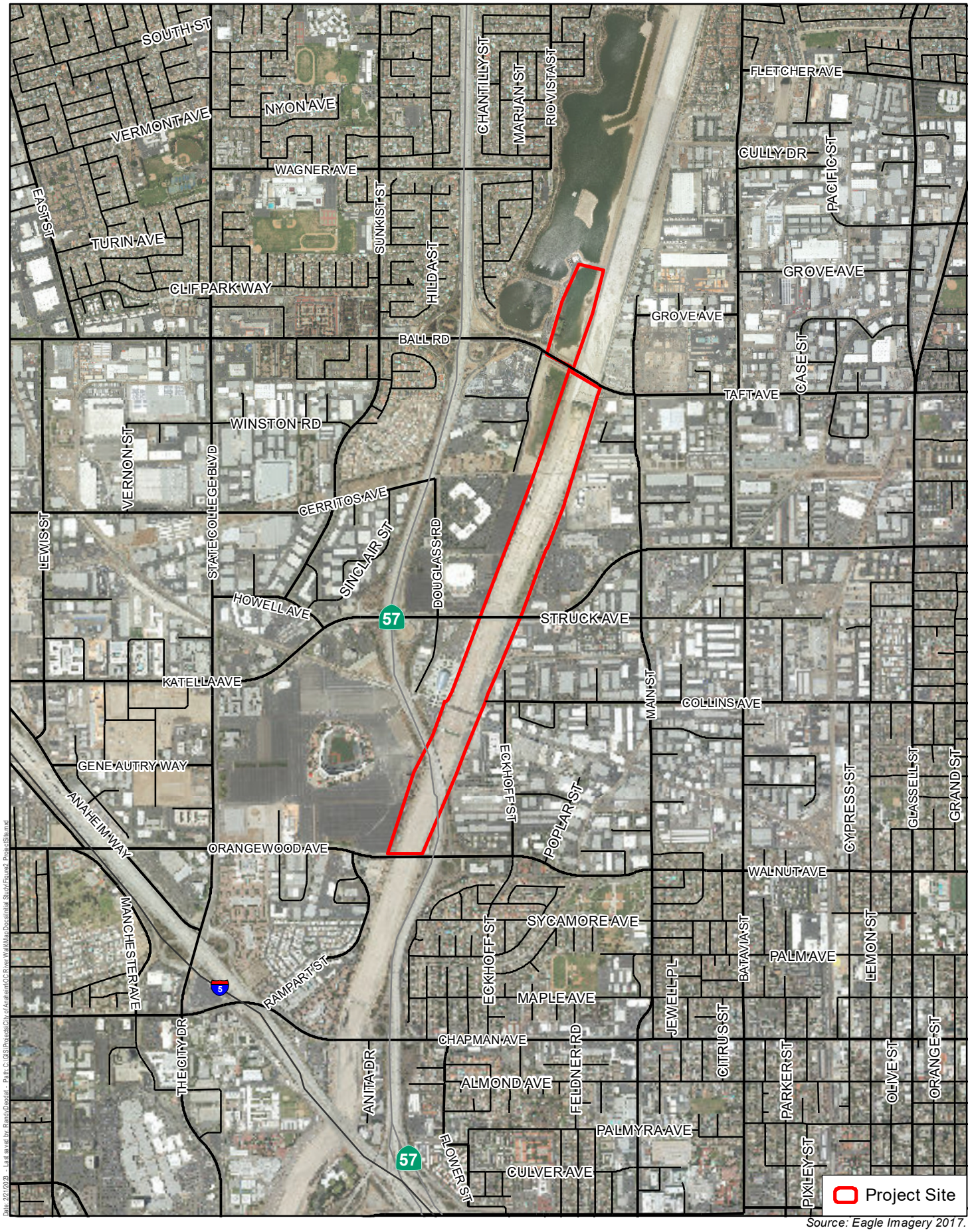
Harris & Associates

Figure 1

Regional Location

OC River Walk

This page intentionally left blank.



Source: Eagle Imagery 2017.

Harris & Associates

N

0 1,000 2,000

Feet

Figure 2

Local Vicinity

OC River Walk

This page intentionally left blank.

1.4 Project Description

"Project," as defined by the CEQA Guidelines, means:

> ... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700. (14 Cal. Code of Reg. § 15378[a]).

1.4.1 Description of the Project

The Proposed Project consists of various multi-purpose improvement opportunities that are identified in an effort to transform the SAR corridor and portions of the existing Santa Ana River Trail (SART) (see Figure 3, Proposed Multi-Purpose Improvements). The OC River Walk Engineering Feasibility Study first identified these various improvement opportunities, which are described below and are organized into three (3) categories representative of the main goals of the OC River Walk experience: 1) Active Transportation (AT); 2) River Activation (RA); and 3) Community Amenities (CA).

1.4.1.1 Active (AT) Transportation Improvements

1. **Bikeway/Pedestrian Trail Extension: Katella to Anaheim Coves –** The Santa Ana River Trail (SART) currently exists on the east bank of the river north of the Katella Avenue bridge. The SART crosses to the west bank of the river south of the Katella Avenue bridge. Where it dead-ends at the west bank, an existing maintenance road provides an opportunity to develop a ¾-mile long multi-use trail extension that connects the SART to the popular Anaheim Coves trail (AT #1). This trail extension would allow for a direct connection from Anaheim Coves to ARTIC, the approved ocV!BE development, and Angel Stadium via the SART. The Right of Way (ROW) along the existing maintenance road north of Katella Avenue on the west bank varies between 12' and 32' wide and is interrupted by railroad tracks approximately 0.45-miles to the north. Developing a trail extension on the west bank would require crossing these railroad tracks. As it migrates north, the trail extension could connect to Anaheim Coves at the existing Ball Road bridge undercrossing and extend west at the Burris Basin.
2. **Trail Culvert Undercrossing at Ball Road –** As mentioned above, the OC River Walk trail extension (AT #1) along the west bank of the river between Katella Avenue and Ball Road would need to cross Ball Road to connect with the existing Anaheim Coves trailhead. AT #1 includes a connection through an existing paved undercrossing at Ball Road bridge, but a potential connection at a second point utilizing an existing box culvert under Ball Road would create a grade-separated trail opportunity which could also be used to split bike and pedestrian traffic (AT #2). The existing 14' x 14' box culvert is no longer needed by Orange County Water

District (OCWD) to transfer water to the former Ball Road Basin south of Ball Road. Therefore, the culvert can be repurposed as a grade-separated trail crossing under Ball Road.

3. **SART East Bank Addition –** The SART is heavily used by pedestrians, recreational cyclists, commuter cyclists, and fitness cyclists; all of whom share the trail as they travel at different speeds. As future development occurs along the west bank of the river at ocV!BE, it is anticipated that the SART may become congested, leading to more conflicts between faster travelling trail users and those traveling at slower speeds. New connections from Angel Stadium, Honda Center, ARTIC, and the future River Park and Meadow Park to the river could result in a greater number of pedestrians and slower traveling cyclists. As previously mentioned, the SART is located along the west bank of the river just south of Katella Avenue, and along the east bank of the river just north of Katella Avenue. However, along the east bank just south of Katella Avenue, a paved maintenance road exists. In order to provide a safe route for cyclists preferring to travel at higher speeds, the SART could potentially continue along the east side of the river along the maintenance road, south of Katella Avenue and connect to Orangewood Avenue (AT #3). The existing SART path on the west bank of the river between Katella Avenue and Orangewood Avenue could be dedicated to slower traffic uses.
4. **New Bike/Pedestrian Bridge Across the Santa Ana River –** The Proposed Project creates an opportunity to improve non-motorized connections on both sides of the SAR through an additional east-west access bridge dedicated to pedestrians and bicyclists. This multi-modal bridge is proposed between Katella Avenue and Ball Road, adjacent to the Honda Center arena (AT #4). It would replace the existing designated SART river crossing on the Katella Avenue vehicular bridge. Two options are feasible for the new bike/pedestrian bridge: Option A is a bridge with an extended length across the proposed River Road to land within the future ocV!BE development. Option B is a shorter length bridge, connecting at the top of the east/west river banks. Both options would improve connections between communities and provide for safer travel.
5. **River Walk Width Expansion –** Available right-of-way (ROW) along the existing top of embankment along the west bank of the SART varies between 12’ and 32’ wide from Orangewood Avenue to Ball Road. Ideally, a minimum of 25’ in ROW width should be available to allow for dedicated bikeways and separated pedestrian paths along the proposed OC River Walk while conforming to trail guidelines of the Santa Ana River Parkway and Open Space Plan. A number of solutions are proposed to mitigate these right-of-way challenges to allow for a positive biking and walking experience along the OC River Walk including a grade separated pedestrian trail and bike path (AT #5).
6. **Widen Existing Bridges for Bikes/Pedestrians –** While both Orangewood Avenue and Katella Avenue crossings provide east-west access over the SAR, non-motorized access is limited to a sidewalk on the north side of Orangewood Avenue, a sidewalk on the south side of Katella and a protected bike lane on the north side of Katella Avenue. However, there are opportunities to provide dedicated and separated infrastructure for bicyclists and pedestrians.

Expanding the existing bridge crossings by 20 feet on either side would allow for the addition of striped bicycle lanes with safety buffers adjacent westbound and eastbound vehicle traffic (AT#6).

7. **SART Pinch-Point Relief –** The available ROW width for the proposed OC River Walk trail varies (AT #5), with two noticeable physical pinch-points. The first (7A) pinch-point is located on the west bank of the SAR under the 57 freeway. Here, a sloped earthen bank under the freeway reduces the width available for the existing trail. The second pinch-point (7B), located where the ARTIC railroad tracks cross the trail, is constrained by the width of the existing concrete box used to create the rail undercrossing. The existing SART at this location does not meet ADA standards, as the depth creates steep slopes on both sides of the undercrossing. Both pinch-points could be relieved through careful modification of the existing constraints or an eastern realignment of the trail under the existing railroad, which would allow for better separation of bicycle and pedestrian uses (AT #7). Adding a second, pedestrian-only undercrossing directly adjacent to the existing undercrossing would provide an ADA compliant route that safely separates fast and slow modes of travel.

1.4.1.2 River Activation (RA) Improvements

8. **River Impoundments –** OC River Walk provides a unique opportunity to create an additional OCWD groundwater recharge location by impounding water in the SAR, utilizing a much larger footprint for infiltration along the riverbed. This additional impoundment area not only could provide additional groundwater recharge infrastructure for OCWD, but also can serve as a safety net that allows operational flexibility/resiliency for the existing upstream recharge systems. The proposed river impoundments (RA #8) would increase infiltration of stormwater in the SAR below Ball Road and would reduce the future need for OCWD grading "T" and "L" soil levees in the riverbed. The river impoundments would be designed to be filled with and infiltrate water from the adjacent GWRS pipeline (from the proposed Burris basin turnout structure). The GWRS is California's largest water purification system for indirect potable reuse. The process produces high quality water that meets or exceeds all state and federal drinking water standards. This allows the river impoundment to also function as a recreational water feature for safe public engagement and interaction with the river. The impoundments would be designed similar to existing OCWD rubber dams upstream on the SAR so as to not reduce the river's hydraulic capacity for flood conveyance.
9. **River Bank Modifications –** There are approximately 3.5 miles of riprap-lined riverbank along the western and eastern sides of the SAR between Ball Road and Orangewood Avenue. While riprap is a functional bank protection method, modifications to the existing riverbank (RA #9) can be made to maximize the river corridor's versatility and usability, by providing safe public access and engagement with the SAR while maintaining stormwater flood protection. Riverbank modifications can incorporate features such as cantilevered decks, ramps, stepped embankments to provide seating, terracing, landscape planters, and other

recreational uses. Preliminary hydraulic analysis (or river bank modifications and proposed pedestrian bridge and railroad bridge under crossings) resulted in negligible impacts to the 100-year storm flood conveyance capacity. The existing riverbanks are lined with grouted rock (riprap) which is a cost effective and functional river bank stabilization/erosion protection method. However, the grouted riprap is not functional for community access and engagement at the river. Therefore, for OC River Walk would propose alternative riverbank stabilization methods that would provide equivalent or greater level of flood/erosion protection and community access and recreational benefits. Potential bank protection solutions include soil cement, conventional reinforced concrete and other suitable hydraulic control methods. Soil cement is highly suitable construction method utilizing native soil material with added cement, water and compacted effort to create a hardened man-made sandstone type material to be placed on the riverbanks below the bed of the river to provide scour protection up the bank slope to the proposed water level of the impoundments. Conventional reinforced concrete or other erosion resistant material would be used from the impoundment water surface to the top of the riverbank to provide flood protection and safe access for community engagement and recreation. The transformation of the OC River Walk Corridor would bring an influx of local residents, tourists, and sports fans. Riverbank modifications would support this future demand for additional public amenities along the SAR.

10. **Urban Stormwater Treatment –** In conjunction with the other proposed OC River Walk opportunities, there is incentive for water quality treatment (RA #10) for the local urban stormwater runoff discharging into the project area. With the proposed planning and design of riverbank modifications and river impoundments, all existing storm drains and channels that enter the SAR within the project area would undergo alterations to prevent any negative impacts to nearby proposed improvements. Thus, there is a mutual benefit opportunity to include urban stormwater treatment as part of the alterations to these existing facilities in coordination with existing water quality/watershed master plans which may identify local potential BMP treatment.
11. **River Recreation/Programming –** The transformation of the OC River Walk Corridor would bring an influx of local community and tourists, creating an incentive for recreational water activities in and around the SAR. OCWD's GWRS local operations present a unique opportunity to develop a mutually beneficial system that would enhance groundwater recharge programs, while providing a pristine water supply source for the Proposed Project's river water recreational features. A new pipeline turnout is being proposed for the GWRS program and could also serve as the water source for river recreation and programming (RA #11). Potential future recreational activities range from passive (non-contact) to active programmed recreation. This programming might include kayaking, urban beaches, playful water jets along the embankment, or floating recreational features. In conjunction with RA #8 (River Impoundments), on-going programmed recreational activities can be offered, as

well as larger water programming events, with specialized water management systems that ensure no adverse environmental impacts. When water is not in the river, there is potential for other types of programming and community events.

1.4.1.3 Community Amenities (CA) Improvements

12. **Cantilever Decks –** With the intent to maximize the river identity and create memorable destinations, the Proposed Project would create opportunities to extend public access out and over the SAR via a cantilever deck(s) (CA #12).
13. **Engagement with Adjacent Spaces –** The opportunity to engage with adjacent spaces (CA #13) would be accommodated through proposed improvements. Engagement with the river includes improved access, circulation, and enhanced property frontage offering both permanent and temporary programming and engagement elements. The spaces between OC River Walk and adjacent parcels vary in condition, ownership, and size along the length of the Proposed Project. These spaces subsequently have varying potential for accessibility and programming. Priority opportunities include the frontage of Angel Stadium and the future ocV!BE development. Through conversion of surface parking and transformation of other underutilized conditions, the river's edge can become spaces for parks, plazas, terraces, and other means to accentuate the relationship to the river.
14. **Stepped River Embankment –** In conjunction with embankment modifications (RA #8), stair-stepping and terracing the grades of the riverbank (CA #14) unlock multiple benefits to the river that include enhanced hydraulics, additional capacity for public circulation, augmented space for programs, and improved ecological function. Alteration of the riverbank would be designed to always meet or exceed the capacity of the river channel to avoid any impacts to hydraulic function or potential flood impacts.
15. **Integrated Public Education/Art –** The Proposed Project would include the integration of art and public educational features (CA #15) along the OC River Walk. Art opportunities would strive to provide a deeper meaning and connection to and with the SAR and support educational programming about the significance and history of the river. Efforts would be made to highlight emerging artistic talent from local schools and colleges, particularly from disadvantaged communities.
16. **Upland Habitat Restoration –** The City and its partners have worked hard to restore habitat through successful projects like Anaheim Coves. However, the restored natural beauty at the Coves is still strikingly absent along the banks of the SAR and the riverbed itself. A lack of trees or other vegetation means minimal avian habitat compared to more natural sections of the river that welcome great blue herons, great egrets, American white pelicans, gnatcatchers, American avocets, and more. The upland areas of OC River Walk offer an opportunity for habitat restoration and/or enhancement (CA #16).
17. **Landscape Enhancement –** OC River Walk has the potential to generate more robust landscape adjacent to the river (CA #17). Landscape enhancement would occur throughout

the extent of the River Walk. The planting of trees, in particular, have significant benefits that include increased shade, evapotranspiration, and greater environmental conditions that can translate to improved air quality, reduced stormwater runoff, and more comfortable conditions for passive and active recreation. Through the integration of native species and removal of invasive species, the river can begin to ecologically restore itself and host a more intact habitat for migratory birds and water-based species as part of a broader riparian system. The top of river embankment provides ample space for creating a softer edge and habitat to complement the River Walk and associated spaces. Easements of both sides of the river become great opportunities for more intensive tree planting—or "filter forests"—which help improve air quality, sequester carbon, and mitigate the heat island effect.

1.5 Regulatory Requirements, Permits, and Approvals

As the lead agency under the California Environmental Quality Act (CEQA), the City has the primary responsibility to approve and carry out the Proposed Project and to ensure that CEQA regulations and other required applicable regulations are met. The Proposed Project would require approval of several discretionary actions by the City of Anaheim and other responsible agencies, which are listed in Table 1, Discretionary Actions, Permits, and Approvals.

Table 1. Discretionary Actions, Permits, and Approvals

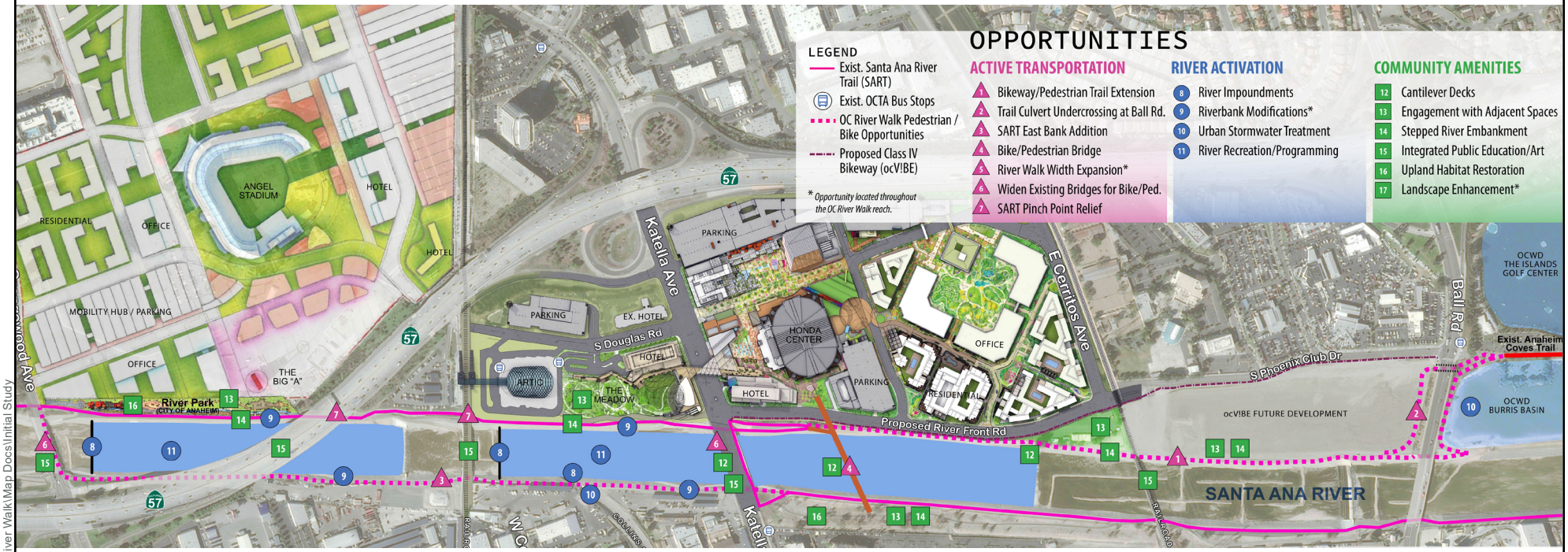
Approving Agency	Discretionary Action(s)/Permit Approvals
Lead Agency	
City of Anaheim	Approval of the OC River Walk Master Plan Certification of EIR Adoption of Mitigation Monitoring and Reporting Program Approval of Street Improvement Plans Issuance of Grading Permits
Responsible Agencies	
City of Orange	Approval of Street Improvement Plans Issuance of Grading Permits Encroachment Permits
Orange County Water District	Encroachment Permits Grading Permits
Orange County Flood Control District/OC Public Works	Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit Encroachment Permits
OC Parks	Approval of Santa Ana River Trail Improvements
Army Corps of Engineers (ACOE)	Section 404 Permits Section 408 Permits
Santa Ana Regional Water Quality Control Board	Issuance of a Stormwater Pollution Prevention Permit (SWPPP) Issuance of a 401 Water Quality Certification.
Caltrans	Encroachment Permits
California Public Utilities Commission (CPUC)	Encroachment Permits

Table 1. Discretionary Actions, Permits, and Approvals

Approving Agency	Discretionary Action(s)/Permit Approvals
California Department of Fish and Wildlife (CDFW)	Section 1602 Streambed Alteration Agreement, if necessary
South Coast Air Quality Management District (SCAQMD)	Issue necessary air quality permits to implement the Proposed Project

Notes: City = City of Anaheim; EIR = Environmental Impact Report; RWQCB = Regional Water Quality Control Board; USFWS = U.S. Fish and Wildlife Service

This page intentionally left blank.



Path C:\GIS\Projects\City of Anaheim\OC River Walk\Map Docs\Initial Study

Source: Pace Studio-MLA 2023.

Harris & Associates

N

0 400 800

Feet

Figure 3

Proposed Multi-Purpose Improvements

OC River Walk

This page intentionally left blank.

Section 2 Initial Study Checklist

The following discussion of potential environmental effects was completed in accordance with Section 15063 of the CEQA Guidelines to determine if the Proposed Project may have a significant effect on the environment.

2.1 Project Information

1. Project title:	OC River Walk
2. Lead agency name and address:	City of Anaheim Community Services Department 200 South Anaheim Boulevard, Suite 433 Anaheim, California 92805
3. Contact person name, address, and phone number:	Ana Straabe, Principal Project Planner (714) 765-4463 Address above.
4. Project location:	The Proposed Project is located within the Santa Ana River corridor between the Ball Road and Orangewood Avenue bridge crossings, a 450-foot wide by 9,000-foot-long area adjacent to Angel Stadium, ARTIC, and the Honda Center. This includes a new trail extension and connection from Katella Boulevard to Anaheim Coves. Assessor's Parcel Numbers: 375-361-23, 375-301-01, 375-311-13, 253-473-01, 253-631-32, 253-631-39
5 Project sponsor's name and address:	City of Anaheim Community Services Department 200 South Anaheim Boulevard, Suite 433 Anaheim, California 92805
6. General plan designation:	Open Space (OS) (City of Orange), Open Space (City of Anaheim); see Figure 4, General Plan Land Use

7. Zoning:	Recreation Open Space (City of Orange), Transition, Public Recreational (City of Anaheim)
8. Description of project:	Refer to Section 1, Project Description, of this Initial Study.
9. Surrounding land uses and setting:	Refer to Section 1 of this Initial Study.
10. Other public agencies whose approval is required:	Refer to Section 1.5, Regulatory Requirements, Permits, and Approvals, of this Initial Study.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	Tribal consultation will be completed in accordance with AB 52.

2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture/ Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☒ Hydrology/ Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities/ Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

2.3 Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Ana Straabe — 3/23/23

Signature of City of Anaheim Representative — Date

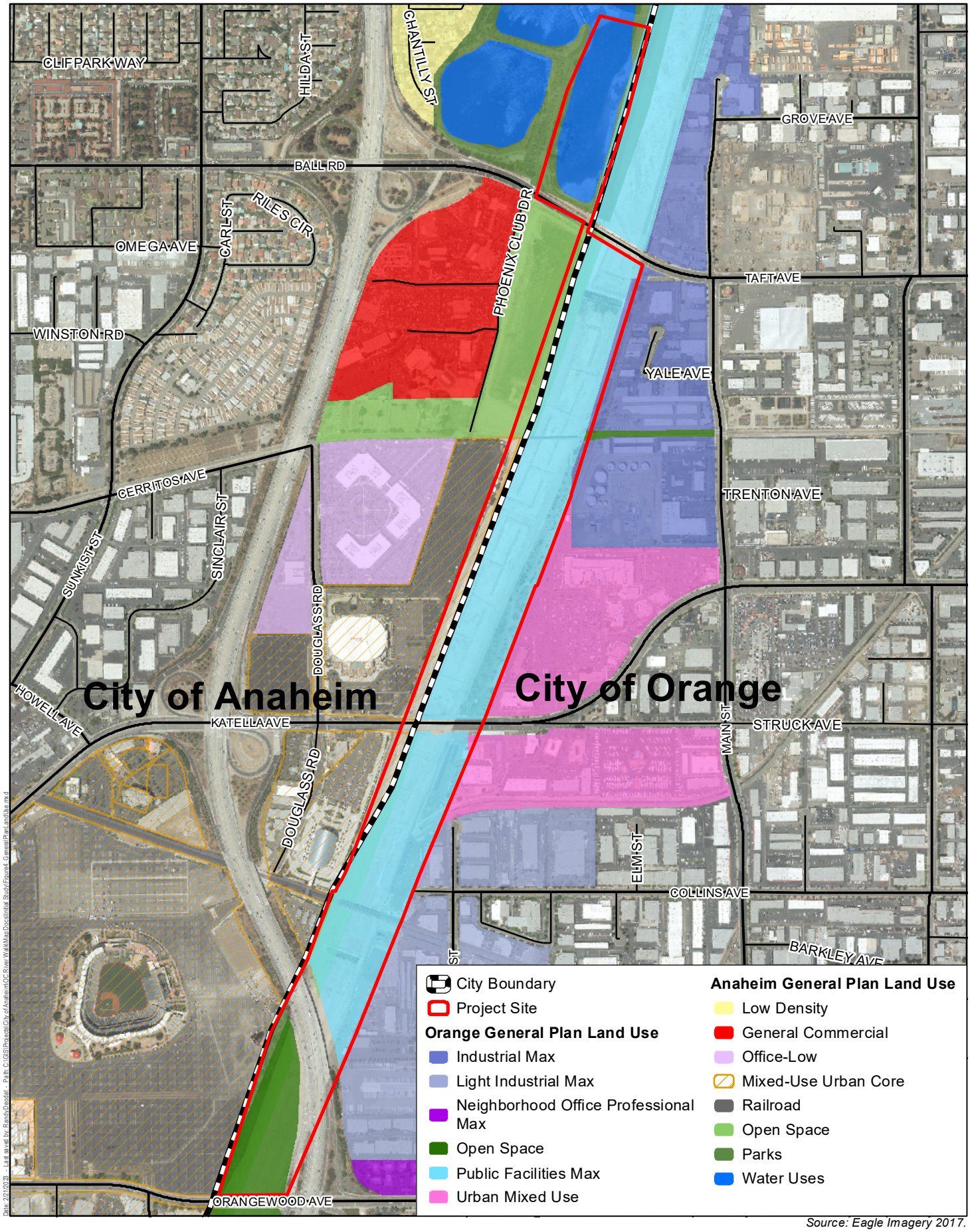
Ana Straabe, Principal Planner — (714) 765-4463

Printed Name, Title — Phone Number

2.4 Evaluation of Environmental Impacts

1. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
2. A list of "Supporting Information Sources" must be attached and other sources used or individuals contacted should be cited in the Narrative Summary for each section.
3. Response column heading definitions:
    a. **Potentially Significant Impact** is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
    b. **Potentially Significant Unless Mitigation Incorporated** applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The mitigation measures must be described, along with a brief explanation of how they reduce the effect to a less than significant level.
    c. **Less Than Significant Impact** applies where the project creates no significant impacts, only "Less Than Significant Impacts."
    d. **No Impact** applies where a project does not create an impact in that category. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one proposed (e.g., the project falls outside of a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
4. Earlier analyses may be used where, pursuant to a tiering, program EIR, Master EIR, or other California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15062[c][3][D]). In this case, a brief discussion should identify the following:
    a. **Earlier Analysis Used.** Identify and state where they are available for review.
    b. **Impacts Adequately Addressed.** Identify which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

5. Incorporate into the checklist any references to information sources for potential impacts (e.g., the General Plan, zoning ordinance). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
6. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significant.



Source: Eagle Imagery 2017.

Harris & Associates

N

0 500 1,000

Feet

Figure 4

General Plan Land Use

OC River Walk

This page intentionally left blank.

2.4.1 Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Narrative Summary/No New Impacts

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

No Impact. One of the four main goals of the Proposed Project is to implement improvements to the SAR corridor that enhance the aesthetic and ecology of the river and surrounding region. Each of the proposed 17 improvements have been rated, 1-5, on their ability to achieve that goal in the feasibility study for the Proposed Project, and all of the 17 proposed improvements would have a positive impact on the aesthetics of the area. There are no scenic highways near the project area the Proposed Project would not adversely impact a scenic vista. No impacts would occur, and therefore this issue will not be analyzed further in the EIR.

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

No Impact. The closest California State Scenic Highway to the project area is the portion of the Riverside Freeway (SR-91), between SR-55 and Weir Canyon Road, approximately 3.5 miles northeast of the project area. The Proposed Project would not damage any scenic resources within a State Scenic Highway. No impacts would occur, and therefore this issue will not be analyzed further in the EIR.

c. Would the project in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The Proposed Project proposes to improve the existing visual character and public access to view the SAR corridor via improved bike and pedestrian trails, walkways and bridges, habitat restoration, riverbank erosion control and landscape enhancements, and the construction of cantilever viewing decks and public art installations. The project area is designated as Open Space and zoned as Recreation Open Space, Transition, Public Recreational and would not conflict with any applicable regulations concerning scenic quality. The visual character of the area would not be degraded by the Proposed Project and would instead be improved. No impacts would occur, and therefore this issue will not be analyzed further in the EIR.

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

Less Than Significant Impact. There would be an introduction of minimal lighting to support the proposed bikeway and pedestrian trails; however, any lighting included in the Proposed Project would comply with all local municipal and state codes and regulations. Therefore, the Proposed Project would not create a new substantial source of light or glare that would adversely affect day or nighttime views in the area. Less than significant impacts would occur, and therefore this issue will not be analyzed further in the EIR.

2.4.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. 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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Narrative Summary

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Proposed Project is all within Urban and Built-Up Land according to the California Important Farmland Finder, and therefore will not have any impact on important or unique farmland. This issue will not be further analyzed in the EIR.

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

No Impact. There are no Williamson Act contracts located on or adjacent to the project area. The Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur. This issue will not be analyzed further in the EIR.

c. 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))?

No Impact. The project area is not located on forest land, timberland or any land zoned as timberland. No impacts would occur, and therefore this issue will not be analyzed further in the EIR.

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

No Impact. The project area does not contain any forest land, and therefore will not result in the conversion of forest land to another use. No impacts would occur, and therefore this issue will not be analyzed further in the EIR.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The project area does not contain any important farmland or agricultural land, and therefore could not result in the conversion of farmland or agricultural land to another land use. Furthermore, the Proposed Project would enhance and improve the current land designation of Open Space through landscape enhancements and habitat restoration. No impacts would occur, and therefore this issue will not be analyzed further in the EIR.

2.4.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Narrative Summary

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The types of improvements associated with the Proposed Project are consistent with SCAQMD's Air Quality Management Plan (AQMP) as it includes various multi-purpose improvements, in the following categories: Active Transportation (AT), River Activation (RA), and Community Amenities (CA). These improvements would promote alternative modes of transportation. Therefore, this issue will not be analyzed in the EIR.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard)?

Potentially Significant Impact. Operation of the Proposed Project is not expected to result in a cumulatively considerable net increase of any criteria pollutant as the Proposed Project includes various multi-purpose improvements to the existing trail network that would ultimately promote alternative modes of transportation, enhance the landscape, and provide habitat restorations. Therefore, this issue will not be analyzed in the EIR.

Construction of the Proposed Project has the potential to result in cumulatively considerable net increase of a criteria pollutant under an applicable federal or state ambient air quality standard. Therefore, this issue will be analyzed in the EIR.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Operation of the Proposed Project would not expose sensitive receptors to substantial pollutants concentrations. The Proposed Project includes various multi-purpose improvements to the existing trail network that would ultimately promote alternative modes of transportation, enhance the landscape, and provide habitat restorations; therefore, the nature of the Proposed Project does not include uses that would result in substantial pollutant concentrations. Therefore, this issue will not be analyzed in the EIR.

Construction of the Proposed Project has the potential to expose sensitive receptors to substantial pollutant concentrations. Therefore, this issue will be analyzed in the EIR.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact. Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). Operation of the Proposed Project would not result in other emissions that would adversely affect a substantial number of people. The Proposed Project includes various multi-purpose improvements to the existing trail network that would ultimately promote alternative modes of transportation, enhance the landscape, and provide habitat restorations; therefore, the nature of the Proposed Project does not include uses that would result in emissions (such as those leading to odors) that would adversely affect a substantial number of people. Therefore, this issue will not be analyzed in the EIR.

Construction of the Proposed Project has the potential to result in other emissions that would adversely affect a substantial number of people. Therefore, this issue will be analyzed in the EIR.

2.4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	☒	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☒	☐	☐	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by § 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Narrative Summary

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. Implementation of the Proposed Project has the potential to have a substantial adverse effect, either directly or through habitat modifications, on species identified as

candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Therefore, this issue will be analyzed in the EIR.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Potentially Significant Impact. Implementation of the Proposed Project has the potential to have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. Therefore, this issue will be analyzed in the EIR.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. Implementation of the Proposed Project has the potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, this issue will be analyzed in the EIR.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact. Implementation of the Proposed Project has the potential to interfere substantially with the movement of a native resident or migratory wildlife species or with established native resident or migratory wildlife corridors. Therefore, this issue will be analyzed in the EIR.

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

No Impact. 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. While the City of Anaheim has a Street Tree Replacement Ordinance under City Code Section 13.12.060 and the City of Orange has a Street Tree and Tree Preservation Ordinance under City Code Sections 12.28 and 12.32, no City trees would be removed as part of the Proposed Project. The City of Anaheim Municipal Code 18.18.040 has a Tree Preservation Ordinance for Scenic Corridors (SC), the Proposed Project would also not conflict with this as it is outside of a scenic corridor. No impact would occur. This issue will not be analyzed further in the EIR.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. An NCCP identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. The purpose of the

NCCP is to offset project-related impacts on threatened and endangered species and their habitat in a manner that protects and enhances ecological diversity and function in Orange County and enhances the integrity and connectivity of the existing protected lands in Orange County. As required by the NCCPA, the Plan will protect native biological diversity, habitat for native species, natural communities, and local ecosystems. This broad scope will conserve a wide range of natural resources, including native species that are common or rare.

The County of Orange (Central/Coastal) NCCP/HCP's main goal is to protect and manage habitat supporting a broad range of plants and animals found in the central and coastal subregion. The plan also has a focus on protecting the coastal sage scrub mosaic habitat through the creation of a Reserve System, protecting the federally listed California gnatcatcher, the coastal cactus wren and the orange-throated whiptail lizard, while also allowing social and economic uses within the subregion that are compatible with protecting identified species, thus providing long-term protection for a broad range of species and avoiding land use conflicts.

Implementation of the Proposed Project does not have the potential to conflict with the provisions of an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). The Proposed Project includes habitat restoration, riverbank erosion control and landscape enhancements. This would be aligned with the primary goals and purposes of the applicable NCCP/HCP for the project area. The project area lies within the Orange County Transportation Authority NCCP/HCP and the Orange County NCCP/HCP; however, the proposed improvements do not conflict with the provisions of either NCCP/HCP. Therefore, this issue will not be analyzed in the EIR.

2.4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
c. Disturb any human remains, including those interred dedicated cemeteries?	☐	☐	☐	☒

Narrative Summary

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Potentially Significant Impact. Implementation of the Proposed Project has the potential to cause a substantial change in the significance of a historical resource as defined in Section 15064.5 of CEQA. Therefore, this issue will be analyzed in the EIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Potentially Significant Impact. Implementation of the Proposed Project has the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA. Therefore, this issue will be analyzed in the EIR.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact. California Health and Safety Code, Section 7050.5, requires that in the event that human remains are discovered on the project site, disturbance of the site shall halt and remain halted until the County Coroner has conducted an investigation into the circumstances, manner, and cause of any death and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to their authorized representative. If the County Coroner determines that the remains are not subject to their authority and if the County Coroner has reason to believe the human remains are those of a Native American, they shall contact the Native American Heritage Commission by telephone within 24 hours. The Proposed Project would comply with existing law, and the potential impact to human remains will be less than significant Additionally, the river bottom of the SAR has been subject to historical river flows and is subject to continual grading as part of maintenance activities. No human remains have ever been discovered within the project site. Therefore, this issue will not be analyzed in the EIR.

2.4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Narrative Summary

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The Proposed Project would be responsible for an incremental increase in the consumption of energy resources during construction due to on-site use of construction equipment and vehicle and truck trips. Construction activities that include the use of natural gas, petroleum, or electricity would be temporary and negligible and would not have an adverse effect. Construction equipment would be required to comply with California Air Resources Board emissions requirements for construction equipment, which include measures to reduce fuel consumption, such as imposing limits on idling and requiring older engines and equipment to be retired, replaced, or repowered (CARB 2023). Additionally, implementation of the Proposed Project involves recreational improvements that would promote alternative modes of transportation, potentially reducing future energy use. Therefore, the Proposed Project does not have the potential to significantly impact the environment due to wasteful, inefficient, or unnecessary consumption of energy resources. This issue will not be analyzed in the EIR.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Though the Proposed Project would introduce lighting as a part of the pedestrian and bicycle trails, energy use for these would be nominal and would not encourage the wasteful, inefficient, or unnecessary consumption of utilities. Implementation of the Proposed Project involves recreational improvements that would promote alternative modes of transportation, potentially reducing future energy use. Therefore, the Proposed Project is consistent with state or local plans energy efficiency. Therefore, this issue will not be analyzed in the EIR.

2.4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☒	☐	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☒	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☒	☐	☐	☐
e. 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 wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Narrative Summary

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. The Earthquake Fault Zones map for City of Anaheim shows that the project area is in a CGS Liquefication Zone. As such, implementation of the Proposed Project could expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. Therefore, this issue will be analyzed in the EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. Implementation of the Proposed Project could expose people or structures to potential substantial adverse effects involving strong seismic ground shaking. Therefore, this issue will be analyzed in the EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Implementation of the Proposed Project could expose people or structures to potential substantial adverse effects involving seismic-related ground failure, including liquefaction. Therefore, this issue will be analyzed in the EIR.

iv. Landslides?

Potentially Significant Impact. The Proposed Project could involve steeper slopes within the River bank. Slopes as steep as 1.5:1 may be proposed. However, the Proposed Project would be required to comply with applicable grading codes. However, this issue will be analyzed in the EIR.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Grading and excavation during construction would expose soils to potential erosion and could result in the loss of topsoil. Therefore, this issue will be analyzed in the EIR.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact. As noted above, slopes as steep as 1.5:1 may be proposed within the existing riverbank. Implementation of the Proposed Project could locate project elements on a geologic unit or soil that is unstable, or could become unstable as a result of the Proposed Project, and potentially result in impacts associated with on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore, this issue will be analyzed in the EIR.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Potentially Significant Impact. According to the County of Orange General Plan, much of Orange County is covered by expansive soils. As such, implementation of the Proposed Project could

potentially expose people to risks related to expansive soils. Therefore, this issue will be analyzed in the EIR.

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

No Impact. Development of the Proposed Project would not require the installation of a septic tank or alternative wastewater disposal system. The Proposed Project would use the existing local sewer system. Therefore, no impact would result from septic tanks or other on-site wastewater disposal systems. No impact will occur, and this impact will not be further analyzed in the EIR.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. Implementation of the Proposed Project is unlikely directly or indirectly destroy a unique paleontological resource or site or a unique geologic feature. No grading to an increased depth is proposed in the river bed. Grading may affect the river banks but these already consist of manufactured slopes and the likelihood of paleontological resources is low. Therefore, this issue will not be analyzed in the EIR.

2.4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Narrative Summary

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Operation of the Proposed Project is not expected to generate significant greenhouse gas emissions, and will likely reduce greenhouse gas emissions, as the Proposed Project includes various multi-purpose improvements to the existing trail network that would ultimately promote alternative modes of transportation, enhance the landscape, and provide habitat restorations. The Proposed Project does not include uses that would result in increased traffic or greenhouse gas emissions. Therefore, this issue will not be analyzed in the EIR.

The Proposed Project has the potential to generate greenhouse gas emissions during construction that may have a significant impact on the environment. Therefore, this issue will be analyzed in the EIR.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. Implementation of the Proposed Project involves recreational improvements that would promote alternative modes of transportation, potentially reducing future greenhouse gas emissions. Therefore, the Proposed Project is consistent with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of greenhouse gases (such as Assembly Bill 32) Therefore, this issue will not be analyzed in the EIR.

2.4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☒	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☒	☐	☐	☐
e. 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, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Narrative Summary

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

Less Than Significant Impact. The Proposed Project includes the construction of various multi-purpose improvements along the SAR corridor, including bikeway and pedestrian walkway improvements, river impoundments, habitat restoration, landscaping, urban stormwater treatment, river recreation amenities, public art installation and the construction of cantilever decks over the river basin. The Proposed Project would not use a substantial amount of hazardous materials during construction. Hazardous materials that would be used during construction (e.g., petroleum-based

products, paints, solvents, sealers) would be transported, used, stored, and disposed of according to City, County, state, and federal regulations. As indicated above, primary operation of the Proposed Project would result in the use of the bikeway and pedestrian trail and associated improvements, and therefore, 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. This issue will not be analyzed further in the EIR.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. It is not known if any of the soils within the project site contain hazardous materials. A Phase 1 Site Assessment is being prepared to identify any potential hazards. Therefore, implementation of the Proposed Project may have the potential to create a significant hazard to the public or the environment reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction. Therefore, this issue will be analyzed in the EIR.

c. 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?

No Impact. There are no elementary schools located within one-quarter mile of the project area. The closest school is Sycamore Elementary School located at 340 N Main Street, which is approximately 1.8 miles from the project site. 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. This issue will not be analyzed further in the EIR.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. The Proposed Project could be located on a site that is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result could create a significant hazard to the public of environment. A hazardous materials site record search will be performed as part of the EIR to determine the proximity and status of any hazardous materials sites relative to the project area. Therefore, this issue will be analyzed in the EIR.

e. 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 or excessive noise for people residing or working in the project area?

No Impact. 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 Fullerton Municipal Airport which is approximately 10.5 miles to the northwest. Therefore, implementation of the Proposed Project would not result in public safety impacts associated with airports. This issue will not be analyzed further in the EIR.

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

Less Than Significant Impact. Traffic flow could be temporarily disrupted during construction of the Proposed Project in the area. However, construction of the Proposed Project would not obstruct emergency operations, or hinder emergency responder access in the project vicinity. The project area is adjacent to the SAR and set back from traffic flow and emergency routes. Additionally, all construction equipment would be staged on or directly adjacent to the project site. Upon completion of construction activities, operation of the Proposed Project would not obstruct traffic flow or emergency operations as the Proposed Project includes improvements to an existing trail that is currently being serviced by fire trucks, police units, and ambulance/paramedic vehicles.

The Proposed Project would comply with applicable City regulations, such as the requirement to comply with the City's fire code to provide adequate emergency access as required by the Orange County Fire Department, as well as the California Building Standards Code. Prior to the issuance of building permits, the City of Anaheim would review project site plans, including location of all buildings, fences, access driveways and other features that may affect emergency access. Compliance with existing requirements would ensure that impacts related to emergency response or evacuation would be less than significant. This issue will not be analyzed further in the EIR.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The project area is situated along the SAR corridor. Neither the City of Anaheim General Plan or the City of Orange General Plan designates this area as a high fire hazard severity zone. The project area is approximately 5 miles due west from the closest very high fire hazard severity zone in the Irvine Regional Park located in the City of Orange The project area is not in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, wildland fire-related impacts would be less than significant. This issue will not be analyzed further in the EIR.

2.4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☒	☐	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☒	☐	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
iv. Impede or redirect flood flows?	☒	☐	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

Narrative Summary

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Potentially Significant Impact. Implementation of the Proposed Project has the potential to result in a violation of water quality standards or waste discharge requirements. Therefore, this issue will be analyzed in the EIR.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The OC River Walk is located between Orangewood Avenue and Ball Road and provides a unique opportunity to create additional OCWD groundwater recharge location by impounding water in the SAR, utilizing a much larger footprint for infiltration along the riverbed. This additional impoundment area not only provides recharge volume on site, but also serves as a safety net. If any stormwater does not infiltrate by the time it reaches Ball Road, it would be captured for infiltration by the river impoundment opportunity. An impoundment of water in the SAR south of Ball Road could be seen as an additional recharge facility proportional to many of the other OCWD facilities. Current operations of the OCWD include the annual construction of what are referred to as "T" and "L" levees in the river bottom. These levees are built to force the shallow water to flow back and forth between the banks of the river, thereby maximizing its percolating surface. Although the river is usually dry in this lower reach, it is the OCWD's goal to capture and recharge every gallon it can. The proposed river impoundments would increase infiltration of stormwater in the SAR below Ball Road and would eliminate the need for OCWD grading "T" and "L" soil levees in the riverbed. Therefore, impacts to groundwater supplies would be improved with the Proposed Project. This issue will not be analyzed further in the EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

Potentially Significant Impact. Implementation of the Proposed Project has the potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that could result in substantial erosion on- or off-site. Therefore, this issue will be analyzed in the EIR.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Potentially Significant Impact. The Proposed Project resides in a 100-year flood zone for FEMA and is in a Special Flood Hazard Area. Implementation of the Proposed Project does has the potential to substantially increase the rate or amount of surface runoff, in a manner that could result in substantial flooding on- or off-site. Therefore, this issue will be analyzed in the EIR.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Implementation of the Proposed Project does not have the potential to substantially increase the rate or amount of surface runoff which would exceed the capacity of existing or planned stormwater drainage systems. The proposed improvements would not significantly increase the amount of impervious surfaces within the project area. Therefore, this issue will not be analyzed in the EIR.

iv. Impede or redirect flood flows?

Potentially Significant Impact. Implementation of the Proposed Project would impede existing SAR flows. However, the impoundments would not reduce the river's hydraulic capacity for flood conveyance as the impoundment structures would be designed similar to existing OCWD rubber dams upstream on the SAR, which are deflated during a storm event. The Proposed Project does reside in a 100-year flood zone as well as a Special Flood Hazard Area; therefore, this issue will be analyzed in the EIR.

d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Potentially Significant Impact. The Proposed Project, consisting of the SAR, lies within a 100-year flood plain. The City is inland and not at risk of tsunami. The SAR corridor and the project area is within a liquefication hazard zone and could be at risk of a seiche wave due to an earthquake due to the proposed impoundment of water. Therefore, this issue will be analyzed in the EIR.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. The Proposed Project includes river impoundments that would positively impact the local groundwater basin. The impoundment structures would be installed to create semi-permanent water bodies in the SAR for groundwater recharge and community benefit, and infiltrate through the soft bottom riverbed. The Proposed Project would otherwise include improvements to an existing bicycle and pedestrian trail system through landscaping improvements, habitat restoration, and construction of cantilever viewing decks and public art installations. and therefore, operation would not significantly impact a water quality control plan or sustainable groundwater management plan.

However, construction of the Proposed Project has the potential to conflict with or obstruct implementation of a water quality control plan during construction. Therefore, this issue will be analyzed in the EIR.

2.4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Narrative Summary

a. Would the project physically divide an established community?

No Impact. The Proposed Project involves the implementation of Active Transportation Improvements, including the extension of the Santa Ana River Trail (SART) along the west bank, addition of the SART along the east bank, and the construction of a new pedestrian and bicycle bridge as well as the expansion of existing active transportation bridges. The Proposed Project has no potential to divide an established community, rather the proposed improvements would further connect the existing community and improve access to community amenities. Therefore, no impacts related to physically dividing an established community would occur. This issue will not be analyzed further in the EIR.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The project area is located within the SAR corridor between the Ball Road and Orangewood Avenue bridge crossings, a 450-foot wide by 9,000-foot long area (approx. 90 acres and 1.2 miles) adjacent to Angel Stadium, ARTIC, and the Honda Center. The Proposed Project is primarily located within the City of Orange, and partially located within the City of Anaheim.

The City of Orange zoning designation along the eastern bank of the SAR is Recreation Open Space, and the General Plan Land Use designation is Open Space. On the western side of the SAR, the project area is zoned by the City of Anaheim as Transition from Ball Road south to the train tracks, and then Public Recreational from the train tracks south to East Katella Avenue.

The Proposed Project involves the implementation of multi-purpose recreational improvements. No changes to the existing City of Orange zoning and 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 any applicable City of Orange land use plan, policy, or regulation. No impact would occur. This issue will not be analyzed further in the EIR.

2.4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. 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?	☐	☐	☐	☒
b. 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?	☐	☐	☐	☒

Narrative Summary

a. 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?

No Impact. There are no current mining activities within the project area. Both the City of Orange 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 project area has been classified as Sand and Gravel Resource Areas and Cement Concrete Aggregate by the California Department of Conservation SMARA study areas. However, the Proposed Project would not preclude the availability of mineral resources in the future. Therefore, this issue will not be analyzed in the EIR.

b. 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?

No Impact. The project site is not a locally important mineral resource recovery site according to maps obtained through the California Department of Conservation and California Geological Survey. Therefore, implementation of the Proposed Project would not result in the loss of availability of a locally important mineral resource. No impact will occur.

2.4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or 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, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Narrative Summary

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Implementation of the Proposed Project has the potential to result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies during construction. Therefore, this issue will be analyzed in the EIR.

b. Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the Proposed Project has the potential to result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels during construction. Therefore, this issue will be analyzed in the EIR.

c. For a project located within the vicinity of a private airstrip or 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?

No Impact. The Proposed Project is not located within the vicinity of a private airstrip. The closest public use airport to the Proposed Project is Fullerton Municipal Airport located approximately 6.8 miles northwest of the project site. 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. This issue will not be analyzed further in the EIR.

2.4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. 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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Narrative Summary

a. Would the project induce substantial unplanned 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)?

No Impact. The Proposed Project involves the implementation of 17 multi-purpose improvements that have been identified to transform the SAR. These improvements are organized into three distinct categories representative of the main goals of the OC River Walk experience: including Active Transportation (AT), River Activation (RA), and Community Amenities (CA). There is no proposed residential or commercial/business component that could result in substantial population growth in the area. Therefore, implementation of the Proposed Project would not induce growth, either directly or indirectly. This issue will not be analyzed further in the EIR.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Proposed Project involves the implementation of 17 multi-purpose improvements that have been identified to transform the SAR corridor. The project area does not contain residential structures. Therefore, implementation of the Proposed Project would not displace any existing housing, nor would the Proposed Project necessitate the construction of replacement housing. No impact would occur. This issue will not be analyzed further in the EIR.

2.4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. 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 public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Narrative Summary

a. 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 public services:

Fire protection?

Less Than Significant Impact. The Orange City Fire Department provides fire protection services within the City of Orange. City of Orange Fire Department is located at 1910 N Shaffer St, Orange, CA 92865, adjacent to the project area on the eastern bank of the SAR. Anaheim Fire Department Station #7 is located at 2222 E Ball Rd, Anaheim, CA 92806, adjacent to the project area on the western bank of the SAR. As discussed in Section 2.4.14, Population and Housing, 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 17 multi-purpose improvements that have been identified to transform the SAR corridor. These improvements are organized into three distinct categories representative of the main goals of the OC River Walk experience: including Active Transportation (AT), River Activation (RA), and Community Amenities (CA). These improvements are being implemented in the existing trail system that is already being serviced by fire protection services. As the Proposed Project represents improvement to, and enhancement of, existing recreational facilities, and would not induce substantial population growth, 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. This issue will not be analyzed further in the EIR.

Police protection?

Less Than Significant Impact. The Orange Police Department provides law enforcement and crime prevention services to the City of Orange. As discussed in Section 2.4.14, Population and Housing, 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 previously, the Proposed Project involves the implementation of various multi-purpose improvements that have been identified to transform the SAR corridor. These improvements are being implemented in the existing trail system that is already being serviced by police protection services. As the Proposed Project represents improvement to, and enhancement of, existing recreational facilities, and would not induce substantial population growth, 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. This issue will not be analyzed further in the EIR.

Schools?

Less Than Significant Impact. 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. This issue will not be analyzed further in the EIR.

Parks?

Less Than Significant Impact. The Proposed Project is a recreation-related project involving the implementation of various multi-purpose improvements. 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. This issue will not be analyzed further in the EIR. 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 in the EIR.

Other public facilities?

Less Than Significant Impact. 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. This issue will not be analyzed further in the EIR.

2.4.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Narrative Summary

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. As discussed in Section 2.4.14, Population and Housing, the Proposed Project would not induce substantial population growth in the City. As such, the Proposed Project would not increase the use of existing parks and recreational facilities such that substantial physical deterioration of recreational facilities would occur or be accelerated. The Proposed Project would implement various multi-purpose improvements, including: Active Transportation (AT), River Activation (RA), and Community Amenities (CA). These improvements would be beneficial in adding to and expanding upon existing recreational facilities along the SAR corridor. Therefore, the Proposed Project would add recreational resources within the project area and reduce demand on existing recreational facilities. A less than significant impact will occur; therefore, this issue will not be analyzed further in the EIR.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The Proposed Project would increase the amount of recreational facilities within the project area. The Proposed Project includes various multi-purpose improvements, in the following categories: Active Transportation (AT), River Activation (RA), and Community Amenities (CA). However, the additional facilities would not have an adverse impact of the physical environment. A less than significant impact will occur; therefore, this issue will not be analyzed further in the EIR.

2.4.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☐	☒

Narrative Summary

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. The Proposed Project includes various multi-purpose improvements, in the following categories: Active Transportation (AT), River Activation (RA), and Community Amenities (CA). These improvements would promote alternative modes of transportation. Additionally, existing parking can be accessed off of Katella Avenue, South Douglas Road, and adjacent to the Proposed River Front Road. A proposed connection is also considered between the River Walk trail and the entrance to the Anaheim Coves parking area off of South Phoenix Drive. Therefore, implementation of the Proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, this issue will not be analyzed in the EIR.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Potentially Significant Impact. Although unlikely, implementation of the Proposed Project has the potential to conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). A VMT study will be prepared as part of the EIR. Therefore, this issue will be analyzed in the EIR.

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

Less Than Significant Impact. All transportation improvements would be designed in accordance with adopted street and trail improvement standards. Therefore, implementation of the Proposed Project does not have the potential to substantially increase hazards due to a geometric design feature or incompatible uses.

d. Would the project result in inadequate emergency access?

No Impact. Implementation of the Proposed Project would not affect existing emergency access. During construction, surrounding roadways would continue to provide emergency access to the project site and surrounding properties. The Proposed Project would comply with applicable City regulations, such as the requirement to comply with the City's fire code to provide adequate emergency access as required by the Orange County Fire Department, as well as the California Building Standards Code. Prior to the issuance of building permits, the City of Anaheim would review project site plans, including location of all buildings, fences, access driveways and other features that may affect emergency access. Therefore, this issue will not be analyzed in the EIR.

2.4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

Narrative Summary

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Potentially Significant Impact. Tribal consultation pursuant to AB 52 will be completed prior to release of the Draft EIR. The Proposed Project has the potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing, and will therefore be further analyzed in the EIR.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Impact. Tribal consultation pursuant to AB 52 will be completed prior to release of the Draft EIR. The Proposed Project has the potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency to be significant. Therefore, this issue will be further analyzed in the EIR.

2.4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the waste water 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?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Narrative Summary

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The Proposed Project consists of 17 multi-purpose improvements along the SAR basin including active transportation improvements, river impoundments and community amenities. These recreational improvements would not require the construction of expansion of existing utilities and service systems. The Proposed Project includes landscape enhancement, upland habitat restoration, river impoundment, riverbank modifications, and urban storm water treatment plans would relieve existing pressure on wastewater treatment services and improve efficiency for the City. Therefore, less than significant impacts would occur, and this issue will not be further analyzed in the EIR.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The landscape programming for the Proposed Project would entail minimal maintenance and limited irrigation requirements, instead depending on vegetation to establish and thrive as historically native vegetation that is tolerant of the semi-arid conditions of this region. The Proposed Project would include public amenities such as drinking fountains, and restrooms. The proposed amenities would require a nominal amount of water to serve the Proposed Project. Additionally, as stated, the Proposed Project involves the implementation of 17 multi-purpose improvements along the SAR basin including active transportation improvements, river impoundments and community amenities. The proposed river impoundments would provide groundwater recharge for the County, and also help facilitate groundwater replenishment. The proposed impoundments are inflatable, and during times of heavy rainfall or storms would be deflated to allow for the natural discharge of the SAR. Impacts would be less than significant. This issue will not be analyzed further in the EIR.

c. 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?

Less Than Significant Impact. As stated above, the Proposed Project would improve the existing wastewater treatment system via expansion of urban stormwater treatment, riparian landscaping, and habitat restoration. Impacts would be less than significant; therefore, the issue will not be analyzed further in the EIR.

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The Proposed Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. Impacts would be less than significant; therefore, the issue will not be analyzed further in the EIR.

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

Less Than Significant Impact. The Proposed Project would comply with all federal state and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant; therefore, the issue will not be analyzed further in the EIR.

2.4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Narrative Summary

a.-d.

Less Than Significant Impact. The project area is approximately 5 miles due west from the closest very high fire hazard severity zone in the Irvine Regional Park located in the City of Orange. According to CAL FIRE's California Fire Hazard Severity Zone Maps the project area is not in or near state responsibility areas or lands classified as very high fire hazard severity zones, therefore impacts to a-d in wildfire would be less than significant and would not be further analyzed in the EIR.

2.4.21 Mandatory Findings of Significance

Does the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Narrative Summary

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory??

Potentially Significant Impact. The Proposed Project consists of various multi-purpose improvements along the SAR basin including active transportation improvements, river impoundments and community amenities. These improvements have the potential to result in impacts to biological and cultural resources. Therefore, these impacts will be further analyzed in the EIR.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. As stated, the Proposed Project involves the implementation of 17 multi-purpose improvements along the SAR basin including active transportation improvements, river impoundments and community amenities. These improvements could have cumulatively considerable impacts. Potential cumulative impacts will be analyzed further in the EIR.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly??

Potentially Significant Impact. As stated, the Proposed Project involves the implementation of 17 multi-purpose improvements along the SAR basin including active transportation improvements, river impoundments and community amenities. These improvements could result in environmental effects on human beings. Potential impacts will be analyzed further in the EIR.

This page intentionally left blank.

Section 3 List of Preparers

3.1 Lead Agency

City of Anaheim
200 South Anaheim Boulevard, suite 433
Anaheim, California 92805

Jose Jimenez, Parks Manager
Ana Straabe, Principal Project Planner

3.2 Consultants

Harris & Associates
22 Executive Park, Suite 200
Irvine, California 92614

William Halligan, Esq., Senior Director/Senior Environmental Counsel
Yliana Ortega, Assistant Project Manager
Nora Ives, Environmental Analyst
Lindsey Messner, Technical Editor
Randy Deodat, GIS Analyst

Pacific Advanced Civil Engineering, Inc. (PACE)
17520 Newhope Street, Suite 200
Fountain Valley, California 92708

Mark E. Krebs, PE, Senior Project Manager/President
Jacob Peterson, PE, Project Manager
Jackie Phuekhunthod, MS, EIT, Project Engineer
Ron Rovansek, PhD, PE, LEED AP, Senior Consulting Engineer/Stormwater Quality
Andrew Ronnau, PhD, PE, Senior Consulting Engineer/River Analysis
Tony Howze, Senior GIS Analyst
Bill Hunt, PG, CHg, OCWD/OCFCD Liaison
Zirang Song, MS, PE, Senior Consulting Engineer/QA/QC/Constructability

CAB Engineers, Inc.
17520 Newhope Street, Suite
Fountain Valley, California 92708

Cory Bersch, PE, Permit Specialist Engineer

Huitt-Zollars
2603 Main Street, Suite 400
Irvine, California 92614-4250

Victor Illig, PE, Civil Design Manager
Craig Johnson, PE, LEED AP BD+C, Civil Design Manager

Ninyo & Moore Geotechnical
475 Goddard, Suite 200
Irvine, California 92618

Michael Putt, PG, CEG, Principal Geologist

Alta Planning + Design, Inc. – Community Outreach
6519 Bisby Lake Avenue #19985
San Diego, California 92159

Kristen Haukom, MPH, Community Outreach Manager

Studio MLA
251 South Mission Road
Los Angeles, California 90033-3235

Jan Dyer, PLA, Principal
Matt Romero, ASLA, Project Manager

Parsons Structural
525 B Street #1600
San Diego, California 92101

Craig Shannon, PE, Principal Project Manager
Kevin Michalski, PE, Structural Design

AE Mosaics
166 Vía Lampara
Rancho Santa Margarita, California 92688

Amanda Siebel, Lead Artist

Section 4 References

CAL FIRE (California Department of Forestry and Fire Protection). 2011. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. October. Accessed March 2023. https://osfm.fire.ca.gov/media/5880/c30_anaheim_vhfhsz.pdf.

CARB (California Air Resources Board). 2023. "The Road to Zero Emissions. Accessed March 2023. https://ww2.arb.ca.gov/.

CDFW (California Department of Fish and Wildlife). 2019. CNDDB QuickView Tool. California Natural Diversity Database. Accessed March 2023. https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick.

CDFW. 2020. NCCP Plan Summary: County of Orange (Central/Coastal) NCCP/HCP. Conservation: Planning. Accessed March 2023. https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans/Orange-Coastal.

City of Anaheim. 2004a. Anaheim General Plan. Accessed March 2023. https://anaheim.net/712/General-Plan.

City of Anaheim. 2004b. General Plan and Zoning Code Update EIR No. 330. Accessed March 2023. http://www.anaheim.net/712/General-Plan.

City of Anaheim. 2019. Zoning Map. Accessed March 2023. https://www.anaheim.net/DocumentCenter/View/1871/Zoning-Map?bidId=.

City of Anaheim. 2021. Orangewood Avenue Bridge Widening Project CEQA. Orangewood Avenue Improvements.

City of Orange. 2010. Orange General Plan. March. Accessed March 2023. https://www.cityoforange.org/our-city/departments/community-development/general-plan#:~:text=The%20City%20of%20Orange%202010,our%20citizen's%20quality%20of%20life.

City of Orange. 2023. Municipal Code. Accessed March 2023. https://library.qcode.us/lib/orange_ca/pub/municipal_code/item/title_12-chapter_12_32.

Coastal Conservancy. 2018. Santa Ana River Trail & Parkway – Parkway & Open Space Plan.

DOC (California Department of Conservation). 1998. Earthquake Zones of Required Investigation Anaheim Quadrangle. Accessed March 2023. https://gmw.conservation.ca.gov/SHP/EZRIM/Maps/ANAHEIM_EZRIM.pdf.

MIG. 2013. Anaheim Outdoors Connectivity Plan "It's Your Backyard."

OCWD (Orange County Water District). 2019. Burris Basin GWRS TurnOut Project.

OEHHA (California Office of Environmental Health Hazard Assessment). 2023. CalEnviroScreen 4.0.

OPR (Governor's Office of Planning and Research). 2008. CEQA and Climate Change: Addressing Climate Change through CEQA Review. Technical Advisory. June. Accessed March 2023. http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf.

OPR. 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December. Accessed March 2023. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

PACE (Pacific Advanced Civil Engineering, Inc.). 2021. OC Riverwalk Feasibility Study.

SCAQMD. 1993. CEQA Air Quality Handbook. Accessed March 2023. http://www.aqmd.gov/home/rulescompliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993).

State of California, California Environmental Quality Act (CEQA), Public Resources Code 21000-21189.

State of California, CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15387.

USACE (U.S. Army Corps of Engineers. Engineer's Circular 1165-2-220 – 408 Permit Document. Accessed March 2023. www.spl.usace.army.mil/Missions/Dection-408-Permits/.