



**DRAFT INITIAL STUDY AND MITIGATED  
NEGATIVE DECLARATION**

Santa Ana River Trail Project–Phase 3B

April 2025

***Prepared for:***

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# Table of Contents

<b>1</b>	<b>Introduction .....</b>	<b>1-1</b>
1.1	Incorporation by Reference .....	1-1
1.2	Responsible & Trustee Agencies and Agencies Consulted .....	1-1
1.3	Environmental Process and Agency Use of Document .....	1-2
1.4	Organizations Affiliated with the Project .....	1-2
1.5	Findings from the Initial Study .....	1-2
1.6	Process for Adopting a Mitigated Negative Declaration .....	1-3
1.7	Mitigation Monitoring and Reporting Program .....	1-3
<b>2</b>	<b>Project Description .....</b>	<b>2-1</b>
2.1	Project Location .....	2-1
2.2	Project Background and History .....	2-1
2.3	Project Characteristics .....	2-2
2.3.1	Construction .....	2-2
2.3.2	Operations and Maintenance .....	2-9
2.4	Project Schedule .....	2-10
<b>3</b>	<b>Impact Analysis .....</b>	<b>3-1</b>
3.1	Evaluation and Environmental Impacts .....	3-1
3.2	Aesthetics .....	3-2
3.3	Agriculture and Forest Resources .....	3-4
3.4	Air Quality .....	3-6
3.5	Biological Resources .....	3-11
3.5.1	Western Riverside County Multiple Species Habitat Conservation Plan & Determination of Biologically Equivalent or Superior Preservation Addendum Compliance Overview & Determination .....	3-12
3.5.2	Special-Status Plant Species .....	3-13
3.5.3	Special-Status Wildlife Species .....	3-13
3.5.4	Mitigation Measures .....	3-14
3.6	Cultural Resources .....	3-20
3.6.1	South Central Coastal Information Center and Built Environment Resource Directory Search Results .....	3-20
3.6.2	Field Survey Results .....	3-21
3.6.3	Summary .....	3-21
3.6.4	Mitigation Measures .....	3-22
3.7	Energy .....	3-24
3.8	Geology and Soils .....	3-25
3.8.1	Mitigation Measures .....	3-28
3.9	Greenhouse Gas Emissions .....	3-30
3.10	Hazards and Hazardous Materials .....	3-33
3.11	Hydrology and Water Quality .....	3-36
3.12	Land Use and Planning .....	3-43
3.13	Mineral Resources .....	3-48
3.14	Noise .....	3-49



3.14.1	Short-Term Construction Noise.....	3-49
3.14.2	Long-Term Operational Noise.....	3-51
3.15	Population and Housing .....	3-53
3.16	Public Services .....	3-54
3.17	Recreation .....	3-56
3.18	Transportation .....	3-57
3.19	Tribal Cultural Resources .....	3-59
3.19.1	Tribal Outreach .....	3-60
3.20	Utilities and Service Systems .....	3-62
3.21	Wildfire.....	3-64
3.22	Mandatory Findings of Significance .....	3-66
<b>4</b>	<b>List of Preparers.....</b>	<b>4-1</b>
4.1	Riverside County Regional Park and Open-Space District.....	4-1
4.2	Riverside County Transportation Commission.....	4-1
4.3	Stantec Consulting Services Inc.....	4-1
4.4	Hernandez Environmental Services .....	4-1
<b>5</b>	<b>References.....</b>	<b>5-1</b>

## List of Tables

Table 1.	Construction Criteria Pollutant Emissions Compared to South Coast Air Quality Management District Mass Thresholds.....	3-8
Table 2.	Construction Criteria Pollutant Emissions Compared to SCAQMD LSTs .....	3-9
Table 3.	Cultural Resources Intersecting Project Site .....	3-21
Table 4.	Construction Greenhouse Gas Emissions.....	3-31
Table 5.	Typical Construction Best Management Practices .....	3-38
Table 6.	County of Riverside General Plan Consistency Analysis .....	3-44
Table 7.	Detailed Analysis Construction Noise Criteria .....	3-50
Table 8.	Vibration Source Levels for Construction Equipment and Impact Analysis.....	3-52

## List of Figures

Figure 1.	Regional Location Map .....	2-3
Figure 2.	Aerial View of Project.....	2-5
Figure 3.	Santa Ana River Trail Phase 3B and Access Road.....	2-7



## List of Appendices

Appendix A.	Mitigation Monitoring and Reporting Program
Appendix B.	Air Quality and Greenhouse Gas Emissions Study
Appendix C.	Biological Resources Technical Report
Appendix D.	Paleontological Resources Assessment

## Acronyms and Abbreviations

AB	Assembly Bill
ADA	Americans with Disabilities Act
ALUCP	Airport Land Use Commission Plan
AQMP	Air Quality Management Plan
BMP	best management practice
BSA	Biological Survey Area
CAAQS	California Ambient Air Quality Standards
CAGN	coastal California gnatcatcher
Caltrans	California Department of Transportation
CAP	Community Air Protection
CARB	California Air Resources Board
CCFD	City of Corona Fire Department
CCPD	City of Corona Police Department
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNUSD	Corona-Norco Unified School District
CO	carbon monoxide
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CSS	Coastal Sage Scrub
CY	cubic yard
dBA	A-weighted decibel
DG	decomposed granite



District	Riverside County Regional Park and Open-Space District (lead agency)
DPM	diesel particulate matter
EIC	Eastern Information Center
EIR	Environmental Impact Report
ESA	Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FPRA	Final Paleontological Resources Assessment
FTA	Federal Transit Administration
GHG	greenhouse gas
IS	Initial Study
LBV	Least Bell's Vireo
L <sub>dn</sub>	day night average sound level
Leq	equivalent continuous sound level
L <sub>eq(24h)</sub>	equivalent continuous sound level (24-hours)
L <sub>max</sub>	Maximum Sound Level
LST	localized significance threshold
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer Systems
MSHCP	Multiple Species Habitat Conservation Plan
MTCO <sub>2e</sub>	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO <sub>x</sub>	nitrous oxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Place
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
Pb	lead
PM	particulate matter
PM <sub>10</sub>	Particulate Matter with diameters that are generally 10 micrometers or smaller
PM <sub>2.5</sub>	Particulate Matter with diameters that are generally 2.5 micrometers or smaller





## Draft Initial Study and Mitigated Negative Declaration—Santa Ana River Trail Project—Phase 3B

PPV	Peak Particle Velocity
Project	Santa Ana River Trail Project – Phase 3B
RCF	Riverside County Fire
RCNM	Roadway Construction Noise Model
RCSD	Riverside County Sheriff's Department
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SART	Santa Ana River Trail
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Office
SOP	Standard Operating Procedure
SO <sub>x</sub>	sulfur dioxide
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
TCE	temporary construction easement
TMP	Traffic Management Plan
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VMТ	vehicle miles traveled
VOC	volatile organic compounds
WRCMSHCP	Western Riverside County Multiple Species Habitat Conservation Plan



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# 1 Introduction

The Riverside County Regional Park and Open-Space District (hereinafter “District”) has prepared this Initial Study (IS) and Mitigated Negative Declaration (MND) to evaluate the potentially significant environmental impacts that could occur from the proposed construction and operation of the Santa Ana River Trail (SART) Project (hereinafter referred to as the “proposed Project; Project; SART 3B”). This introductory section briefly describes the agency use of the document and related studies. A project description is presented in Section 2.0, Project Description of this document.

Pursuant to Section 15367 of the California Environmental Quality Act (CEQA) Guidelines, the District is the Lead Agency, and has the principal responsibility for carrying out or approving a project. It will also be responsible for preparing this IS/MND to address the potential impacts associated with the proposed Project.

## 1.1 Incorporation by Reference

Pursuant to CEQA Guidelines, Section 15150, this IS/MND incorporates by reference all or portions of other technical documents that are a matter of public record. Those documents either relate to the proposed Project or provide additional information concerning the environmental setting for it. Where all or a portion of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of this IS. These are identified within the Appendix section of the IS (see Table of Contents) and within Section 5.0, References.

## 1.2 Responsible & Trustee Agencies and Agencies Consulted

Responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the Project (CEQA Guidelines Section 15381). A Trustee agency is a state agency that has jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Both Responsible and Trustee agencies (including required permits and/or approvals) with respect to this proposed Project may include:

- United States Fish & Wildlife Service (Endangered Species Act, Section 7 Consultation and Biological Opinion–Undertaken by the U.S. Army Corps of Engineers to address impacts to federally-designated sensitive species)
- California Department of Fish & Wildlife (Fish & Game Code, Section 1602 Permit–Needed for impacts to riparian habitat)
- Riverside County Planning Department (General Plan and Zoning Compliance)
- County of Riverside Department of Building & Safety (Various discretionary permits, including grading, drainage, structural)
- Western Riverside County Regional Conservation Authority (Sensitive species compliance)



### **1.3 Environmental Process and Agency Use of Document**

This environmental document has been prepared consistent with CEQA (Public Resources Code, §§21000-21177) and the CEQA Guidelines (2024). This environmental document is intended to be used as a decision-making tool for the District in considering and acting on the proposed Project. Responsible and Trustee Agencies (i.e., regulatory agencies) may elect to use this environmental analysis for discretionary actions associated with the implementation of the proposed Project.

This document is intended to provide decision makers and the public with information concerning the potential environmental effects associated with the adoption and implementation of the proposed Project, and potential ways to reduce or avoid possible environmental impacts. The environmental analyses presented in this document primarily focus on the changes in the environment that would result from the proposed Project. This environmental document also evaluates all phases of the Project including construction and operation.

### **1.4 Organizations Affiliated with the Project**

Pursuant to the provisions of the CEQA Guidelines, the District is the Lead Agency for this proposed Project. The proposed Project will be subject to a public hearing which will be heard by the District. Contact persons for the entities involved in the preparation of this IS/MND are:

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### **1.5 Findings from the Initial Study**

Based upon the analysis contained in the IS, the proposed Project would have no impact or a less than significant impact on the following environmental categories listed from Appendix G of the CEQA Guidelines.

- Aesthetics
- Agricultural and Forest Resources
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources



## 1 Introduction

- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Based upon the analysis contained in the IS, the proposed Project would have a less than significant impact with mitigation incorporated on the following environmental categories listed from Appendix G of the CEQA Guidelines.

- Biological Resources
- Cultural Resources
- Geology and Soils
- Recreation
- Mandatory Findings of Significance

### **1.6 Process for Adopting a Mitigated Negative Declaration**

Based on the responses to the IS checklist questions (described above and analyzed below), the District has determined that a MND is the appropriate level of CEQA environmental documentation. As such, prior to adoption of the MND and consideration of the proposed Project, the District would issue a Notice of Intent to adopt an MND and the IS/MND and would be provided to Responsible Agencies, Trustee Agencies, Agencies with jurisdiction by law, and the public for 30 days to review and comment.

Approval of the proposed Project by the lead agency (District) is contingent on adoption of the IS/MND after considering agency and any public comments. By adopting the IS/MND, the lead agency certifies that the analyses provided in the IS/MND were reviewed and considered by the District and reflect its independent judgment and analysis.

### **1.7 Mitigation Monitoring and Reporting Program**

As noted above and contained within the analysis provided below, mitigation measures are required in order to reduce impacts for some environmental parameters analyzed in the IS/MND. These are included in the Project's Mitigation Monitoring and Reporting Program (MMRP) (Appendix A) and will be incorporated into the Project's overall requirements. The MMRP ensures implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of Project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body (e.g., Board of Supervisors) or authorized staff person.

The MMRP contains a table which includes the mitigation measures denoting impacts, mitigation measures adopted by the District in connection with approval of the proposed Project, level of significance after mitigation, responsible and monitoring parties, and the Project phase in which the measures are to be implemented.



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## 2 Project Description

The Project Description provides an understanding of all components of the Project. The following subsections describe the Project location, Project Background and History, Project Characteristics, and Project Schedule.

### 2.1 Project Location

The proposed Project is planned to be constructed within the Prado Dam Flood Control Basin area of the Santa Ana River in unincorporated Riverside County, California. The Prado Dam Flood Control Basin is located approximately 25 miles east of the Pacific Ocean and 35 miles southeast of downtown Los Angeles. The proposed Project site is located within the northwestern portion of Riverside County at the juncture of the administrative boundaries of Riverside, San Bernardino, and Orange counties and south and southeast of the City of Corona's jurisdictional boundaries. Figure 1: Project Location Map shows the general location of the SART Phase 3B in relation to the region.

As shown on Figure 2: Aerial View of Project Location, Phase 3B begins at the upstream side of the crest of the Auxiliary Dike and continues downstream between the spillway and State Route (SR)-91 to the outlet channel for approximately 3,500 feet.

Project limits fall within the area from the Prado Dam Flood Control Basin area to the north, SR-91 to the south, Auto Center Drive to the east, and SR-71 to the west. Access to the Project site is via regional freeways (SR-91 and SR-71) and local roads (Auto Center Drive and Pomona Rincon Road).

### 2.2 Project Background and History

In 1976, the SART was established as a national recreational trail by then Secretary of the Interior Thomas Kleppe. On June 27, 2006, the counties of Orange, Riverside, and San Bernardino; Santa Ana Watershed Project Authority; and the Wildlands Conservancy signed a Memorandum of Understanding (MOU) (and subsequent addendum on August 16, 2011) to coordinate parkway planning along the Santa Ana River. In the 2006 MOU and 2011 addendum, these agencies identified a common desire to create a recreational parkway primarily adjacent to the Santa Ana River.

The parkway would include a dual-track Class I multi-use path/natural surface trail. The SART is a multi-use trail complex that runs alongside the Santa Ana River. When completed, it will be the longest multi-use trail in Southern California, spanning over 100 miles between San Bernardino and Orange counties. As envisioned, the trail connecting San Bernardino, Riverside, and Orange counties would be a dual-track trail consisting of 1) paved Class I and Class II Bikeways for bicyclists and pedestrians, and 2) decomposed granite (DG) surfaced riding and hiking trail for equestrians, mountain bicyclists, and hikers and would be non-motorized. The SART is currently 60 percent complete. When finished it will extend from the San Bernardino County National Forest to the Pacific Ocean at Huntington Beach where the trail ends. There are currently two gaps in the trail: from Green River in Orange County to Hidden Valley Wildlife area in Riverside County; and from Waterman Avenue in San Bernardino to the National Forest boundary line near unincorporated Mentone.

The SART Phase 3B would assist in closing a portion of the Green River Trail gap. The proposed Project is intended to facilitate the expansion of the existing SART network by planning and designing 3,500 feet (0.66 mile) of a dual-track Class I multi-use path/natural surface trail that would be constructed within the



Prado Dam Flood Control Basin. Once constructed, the trail would be Americans with Disabilities Act (ADA) compliant and follow the California Department of Transportation (Caltrans) Highway Design Manual guidance for bicycle paths. It would also comply with County of Riverside Municipal Code requirements.

## **2.3 Project Characteristics**

### **2.3.1 Construction**

The proposed Project would construct one (1) new trail segment (Phase 3B) extending approximately 3,500 feet. As noted previously, the trail would begin at the upstream side of the crest of the Auxiliary Dike and continue downstream between the spillway and SR-91 to the outlet channel (Figure 2). Figure 3: SART Phase 3B and Access Road–Landscape Section, shows the typical trail and roadway sections that would be utilized to construct these components.

The following components/activities are included as part of the proposed Project:

- A Class I Bikeway (bike trail) for bicyclists and pedestrians, and a natural surface (DG or equivalent) multi-use trail for hikers, mountain bicyclists, and equestrians trail with a general design, as follows:
  - A 10-foot-wide bike trail with 2-foot-wide paved shoulders.
  - A 10-foot-wide multi-use trail.
  - An approximately 3.5-foot-high open (split rail) wood fence between the two trails and along portions between the natural surface trail and top of slope.
  - Fill slopes up to 30 feet high to accommodate changes in topography.
  - Regrading of the existing access road along a similar alignment due to impacts of trail construction.
  - Signage and striping along the trail.

#### **2.3.1.1 Trail Access**

Trail access to Phase 3B would be achieved via existing dirt roads until the SART Phase 2, 2A, and 3A trails are completed (and which are not part of this proposed Project):

#### **2.3.1.2 Earthwork Estimates**

Phase 3B would not require the export and/or import of soil but instead would utilize materials from a separate project (Spillway Project) currently planned onsite. An estimated total of 175,000 cubic yards (CY) of material excavated from the Spillway Project would be used as fill for the trail.





2 Project Description

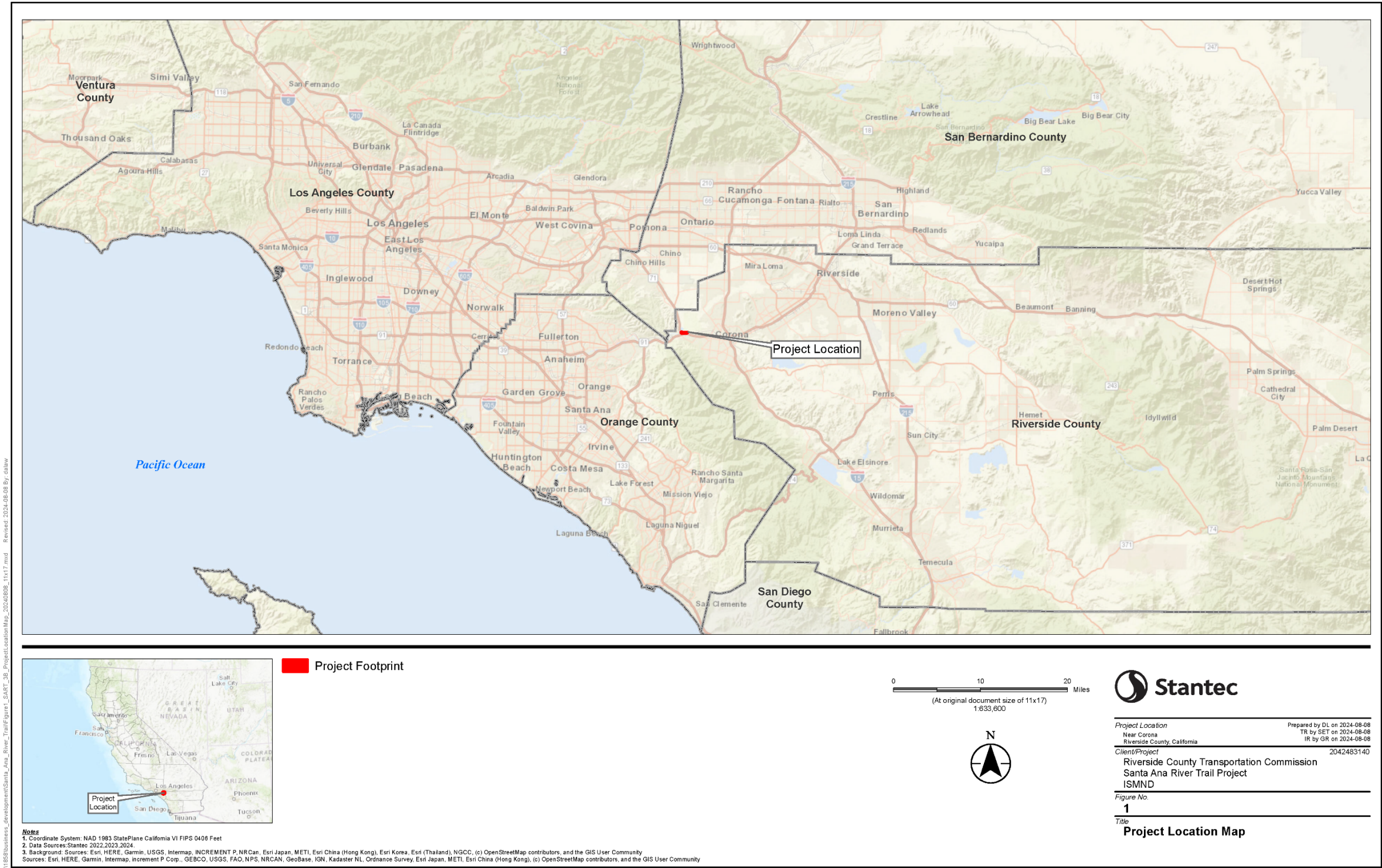


Figure 1. Regional Location Map



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2 Project Description

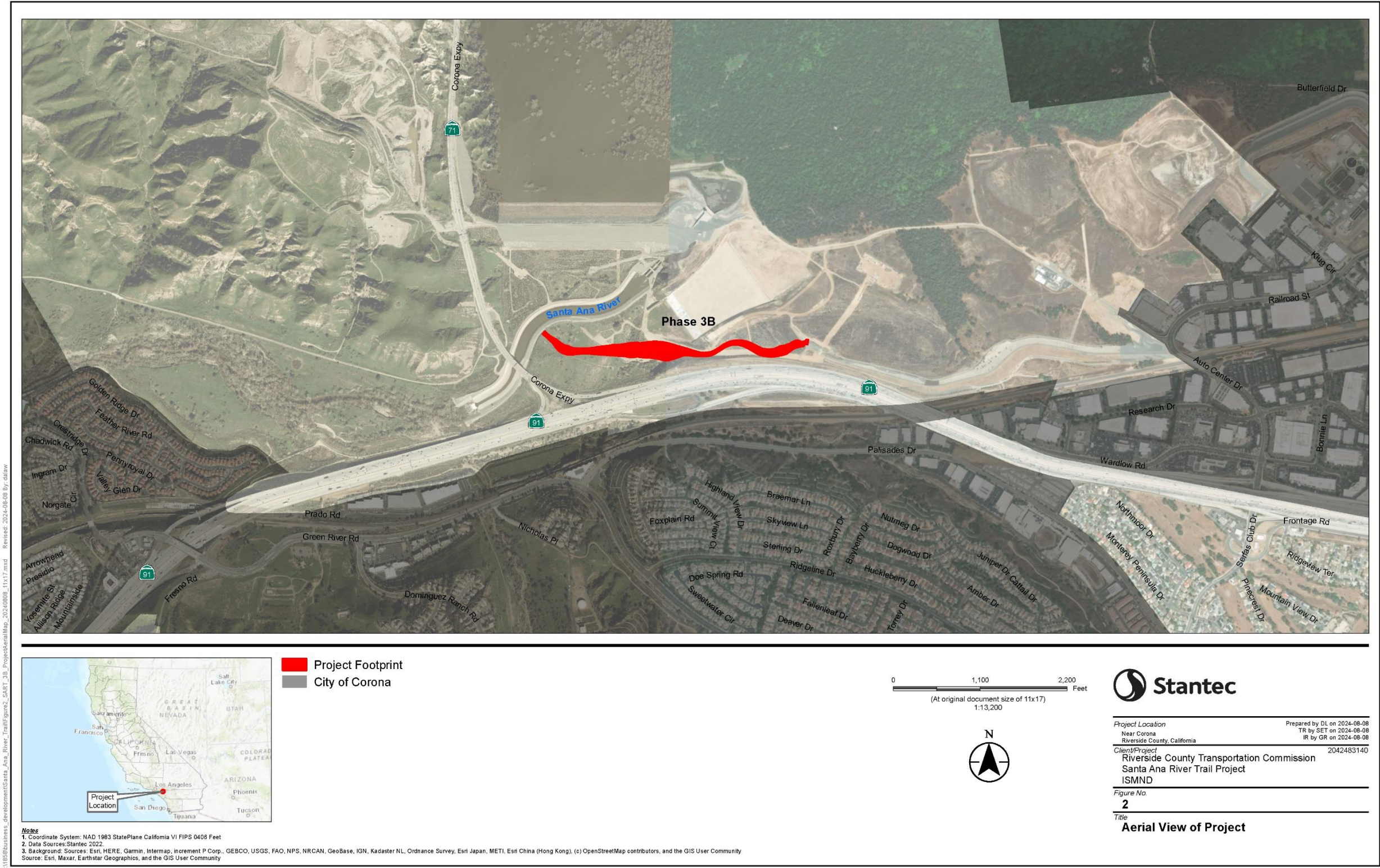


Figure 2. Aerial View of Project

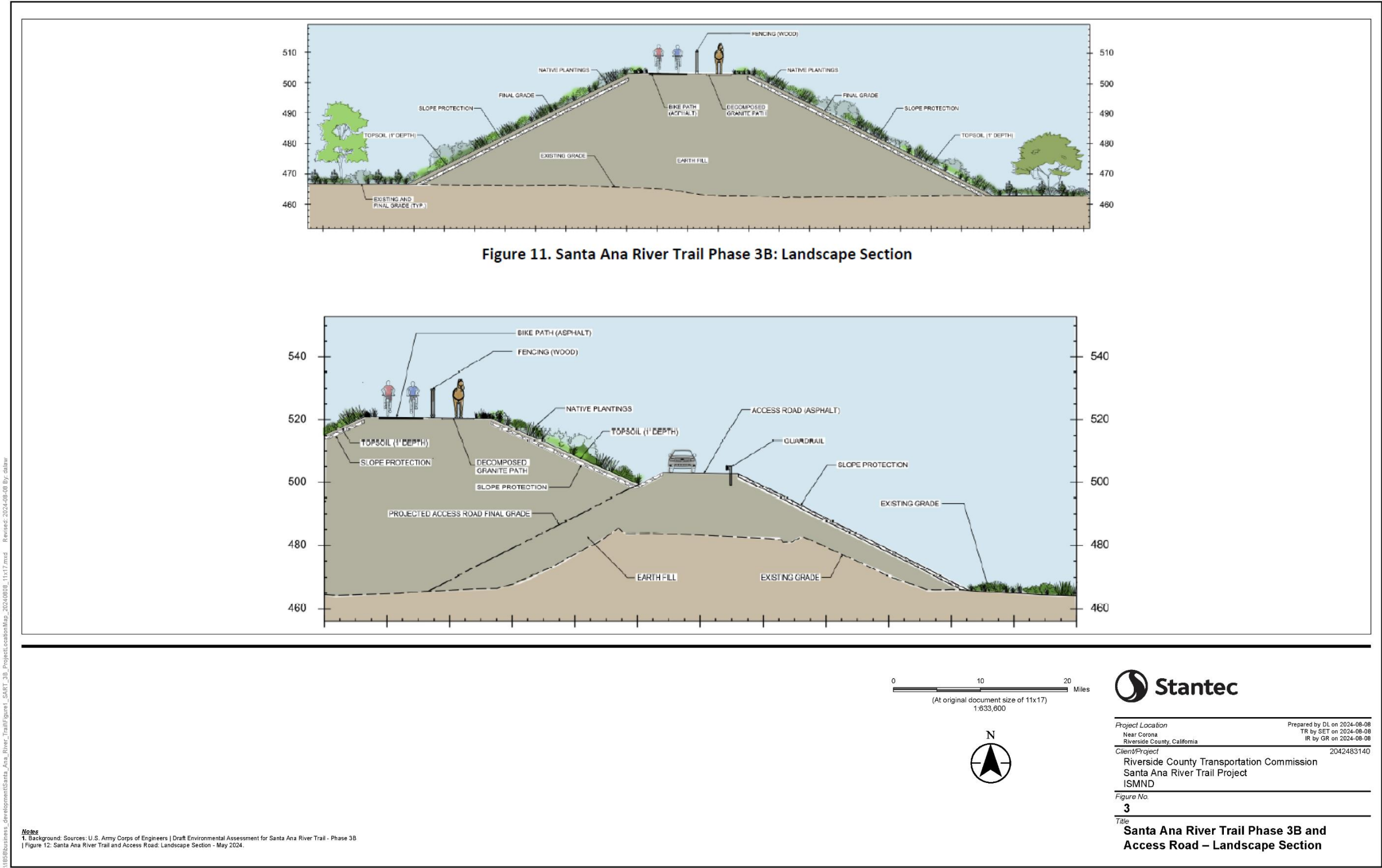


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2 Project Description



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## 2 Project Description

### **2.3.1.3 Construction Vehicle Access**

Construction vehicle access would be achieved via SR-91 and via local roads. In addition, and in order to ensure continuous and safe operation of the local roadways, intersections and worker safety during Project construction, a Traffic Management Plan (TMP) would be prepared and implemented. The TMP would assist to minimize delays by ensuring proper signage is posted to advise motorists and pedestrians of activities in the construction zone. In addition, it is also intended to ensure that safe traffic and work zones are in place during roadside construction activities. The TMP would address worker and public safety from vehicles and equipment both outside and within roadside worksites.

### **2.3.1.4 Construction Vehicle and Material Laydown**

Construction vehicle and materials staging/laydown would be identified pending finalization of design and construction documents and would largely be determined by the contractor. However, it is anticipated that these areas would include only public property and no private property would be required.

### **2.3.1.5 Anticipated Construction Equipment**

Anticipated equipment and quantities for additional construction activities include graders (1), wheel loader (2), track dozer (2), pad foot roller compactor (2), smooth drum compactor (2), excavator (2), water truck (2), pickup trucks (4), off-road haul truck or scraper (5), disc and wheel tractor to pull disc skid steer (1), backhoe loader (1), paving machine (1), and hydroseeder (1).

### **2.3.1.6 Utilities**

No utilities require relocation for Phase 3B. However, the Southern California Gas line near the 30-foot-high fill slope would be protected with a concrete slab or similar mitigation measure to distribute the trail fill load and reduce impacts to the utility.

## **2.3.2 Operations and Maintenance**

The District has established Standard Operating Procedures (SOP) for managing and maintaining the trails. Those SOPs are intended to define and establish public safety and natural resource protection during routine patrol and maintenance. The proposed Project will be patrolled by District Rangers three to five days per week, based on active use periods. Rangers will monitor the area for disturbance, damage, or safety issues, which may include illegal off-highway vehicle use, homeless encampments, and trail hazards with a focus on environmentally sensitive areas. The Homeless SOP and Homeless Eviction SOP has been developed to address illegal encampments along the SART and within open space areas.

In addition, the 2009 Santa Ana River Parkway Minimum Maintenance Guidelines provide minimum maintenance requirements that would be followed. The District Trails Management Team would conduct maintenance inspections of the proposed Project weekly as well as after high winds and heavy rain events to remove hazards such as downed or hazard limbs and erosion. Weekly maintenance may include soil and debris removal, tree trimming, and fence repair. The District Maintenance Team would be responsible for conducting annual weed abatement. To reduce invasive and non-native plant species along the trail corridor, and to reduce potential water quality impacts, routine scheduled maintenance will include horse manure removal by the District at least once a month. Environmentally sensitive areas will be posted with signage at all access points to discourage entry.



No lighting along the trail is proposed. Interpretive signage to notify and educate the public as to trail regulations and points of interest will be posted at the staging area and trail heads. The purpose of the interpretive signage is to help improve the likelihood that trail regulations are followed, including but not limited to regulations prohibiting off-leash dog use, off-trail hiking, littering, and camping. Interpretative signage will also serve to educate the public about the ecology of Prado Basin. The existing District website, [Home | Rivcoparks](https://rivcoparks.org/) (link: <https://rivcoparks.org/>), will be utilized to reinforce regulations and inform the public about the trail—including any trail closures, construction, and safety information. The District has not decided upon hours of operation of the trail at this point in time. These will be posted on the trail via signage, once known.

## **2.4 Project Schedule**

Construction activities are expected to take approximately eight months to complete. Construction would be anticipated to start in early 2026, though the estimated date may be subject to change.





## 3 Impact Analysis

### 3 Impact Analysis

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that would require mitigation to reduce the impact from “Potentially Significant” to “Less than Significant” as indicated by the checklist on the following pages.

Aesthetics	Greenhouse Gases	Public Services
Agriculture and Forestry Resources	Hazards and Hazardous Materials	X Recreation
Air Quality	Hydrology and Water Quality	Transportation
X Biological Resources	Land Use and Planning	Tribal Cultural Resources
X Cultural Resources	Mineral Resources	Utilities and Service Systems
Energy	Noise	Wildfires
X Geology and Soils	Population and Housing	X Mandatory Findings of Significance

#### 3.1 Evaluation and Environmental Impacts

This section presents the environmental checklist form found in Appendix G of the CEQA Guidelines (2024). The checklist form is used to describe the potential environmental impacts of the Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are Project-specific mitigation measures, if needed.

For the checklist, the following designations are used:

- **Potentially Significant Impact:** An impact that could be significant and for which mitigation has not been identified. If any potentially significant impacts are identified, an Environmental Impact Report (EIR) must be prepared. An IS/MND cannot be used if there are potentially significant impacts that cannot be mitigated.
- **Less Than Significant with Mitigation Incorporated:** This designation applies when applicable and feasible mitigation measures previously identified in prior applicable EIRs or in the General Plan EIR have reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact” and, pursuant to Section 21155.2 of the Public Resource Code, those measures are incorporated into the IS/MND.
- This designation also applies when the incorporation of new Project-specific mitigation measures not previously identified in prior applicable EIRs or in the General Plan EIR have reduced an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact.”
- **Less Than Significant Impact:** Any impact that would not be considered significant under CEQA, relative to existing standards.
- **No Impact:** The Project would not have any impact.



### 3.2 Aesthetics

Except as provided in Public Resources Code Section 21099:

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
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?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

#### a) **Would the Project have a substantial adverse effect on a scenic vista? (No Impact)**

The topography of the Project site and immediate environs is varied and contains both natural and urban infrastructure (e.g., Prado Dam, Corona Municipal Airport, Butterfield Park, light industrial land uses). A review of the County of Riverside General Plan (Temescal Canyon Area Plan) and City of Corona General Plan did not identify any scenic vistas or corridors contained in the Project site. Moreover, there are no County of Riverside-designated scenic corridors within the general areas of the proposed Project. The closest City of Corona-designated Scenic Corridor is Palisades Drive located approximately 0.25 mile to the south of the SART 3B trail's eastern terminus. Both on and off-site views are generally limited to street-level and do not afford expansive or scenic views or vistas of the surrounding area due to elevation and intervening vegetation. Therefore, the proposed Project would not have an impact on a scenic vista and no mitigation measures are required.



### 3 Impact Analysis

**b) Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (Less Than Significant Impact)**

A review of Caltrans State Scenic Highway System Map indicates that two designated scenic highways (SR-71 and SR-91) are located adjacent to the Prado Dam in which a portion of the proposed Project is located. However, views from these roadways of the Prado Dam area are obscured due to their lower elevation and adjacent large berms (up to 80 feet high) that parallel the roadways. Therefore, views are restricted and largely limited to the dam face and not the interior of the dam area and as such, the proposed trail would not be visible from these roadways. Potential impacts would be less than significant, and no mitigation measures are required.

**c) In non-urbanized areas, would the project 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)**

Refer to Environmental Issues a) and b). No general plan or zoning changes are proposed. In addition, the County of Riverside General Plan (Temescal Canyon Area Plan) identifies this area for Regional Trail. Therefore, the proposed Project would not have an impact on the existing visual character or quality of public views of the site or its surroundings and no mitigation measures are required.

**d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (No Impact)**

The Prado Dam area is largely absent of lighting due in part to its sensitive habitats and wildlife. No new lighting is proposed as part of the proposed Project. However, nighttime construction may occur (if needed). To address this potential impact, Mitigation Measure Bio-2 Night Work has been developed and would require a lighting plan to be implemented by the District in coordination with the Project Biologist or environmental monitor (see Section 3.5, Biological Resources of this IS/MND). Building materials used in the surrounding area and onsite are largely comprised of cement panels and other common materials with glass utilized to provide natural light to the interiors of the buildings. The proposed Project does not propose the use of reflective materials. Therefore, the proposed Project would not result in the creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area and no mitigation measures are required.



### 3.3 Agriculture and Forest 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 Department 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.

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by 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))?				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X
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?				X



### 3 Impact Analysis

**a) Would the Project convert Prime, Unique or Statewide Importance Farmland to non-agricultural use? (No Impact)**

A review of the California Department of Conservation's (CDC) California Important Farmland Finder indicates that the Project site is not located in an area designated as Prime, Unique, or of Statewide Importance. Therefore, no impacts to agricultural resources would result from implementation of the proposed Project and no mitigation measures are required.

**b) Would the Project conflict with existing zoning for agricultural use or a Williamson Act contract? (No Impact)**

A review of the CDC's California Williamson Act Enrollment Finder indicates the Project site is not enrolled in a Williamson Act-designated property. Therefore, no impacts would result, and no mitigation measures are required.

**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)**

Based on review of the County's General Plan and City of Corona General Plan elements, the proposed Project is not located in, nor is adjacent to, designated forest land, timberland or zoned for Timberland Production. Therefore, the proposed Project would not conflict with existing zoning, nor cause the rezoning of forest land, timberland, or Timberland Production. Therefore, no impacts would result, and no mitigation measures are required.

**d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use? (No Impact)**

Based upon a review of the County's General Plan elements, the proposed Project is not located in, nor is adjacent to, designated forest land, timberland or zoned for Timberland Production. Therefore, no impacts would result, and no mitigation measures are required.

**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)**

See responses a) through d) above. Therefore, the proposed Project would not involve 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. Based upon the analysis in this section, no impacts would result, and no mitigation measures are required.



### 3.4 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

The analysis and conclusions in this section are based in part upon information contained in data analysis contained within Appendix B (Air Quality and Greenhouse Gas Emissions Study) of this IS/MND.

**a) Would the Project conflict with or obstruct implementation of the applicable air quality plan? (Less Than Significant Impact)**

Air districts are required to prepare air quality plans to identify strategies to bring regional emissions into compliance with the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). Air districts establish emissions thresholds for individual projects to demonstrate the point at which a project would be considered to increase the air quality violations. A project would conflict with the applicable air quality plan if they exceeded any emissions thresholds for which the region is in non-attainment.

The Project site is located in the South Coast Air Basin (SCAB) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB is designated as a non-attainment area for both the federal and state standards for ozone and particulate matter with diameters that are generally 10 micrometers or smaller (PM<sub>2.5</sub>), the state standard for particulate matter with diameters that are generally 10 micrometers or smaller (PM<sub>10</sub>), and the federal standard for lead (SCAQMD 2016). Accordingly, SCAQMD has prepared air quality plans, including the 2022 Air Quality Management Plan (AQMP), to achieve attainment of the applicable ozone and particulate matter (PM) standards. The SCAQMD's adopted thresholds of significance indicate the levels of emissions that projects may emit while the region still moves toward



## 3 Impact Analysis

attainments of the CAAQS and NAAQS. Projects that exceed thresholds would be considered to potentially conflict with the 2022 AQMP.

The proposed Project involves construction of a multi-use trail; as a result, the Project would primarily involve temporary construction activities, as well as minor ongoing maintenance activities (i.e., weed abatement, safety patrolling). The main sources of Project emissions would be generated during construction from off-road equipment as well as fugitive dust from earth-moving activities. As shown under Impact b), Project construction emissions would be below the applicable SCAQMD mass emissions thresholds of significance and, as shown under Impact c), Project construction emissions would also be below the SCAQMD Localized Significance Thresholds (LST). Moreover, as a multipurpose trail project, the Project would not increase population, housing, employment, or vehicle trips in the region and would not affect the emissions projections included in the 2022 AQMP. Consequently, the Project would not conflict with or obstruct implementation of the applicable air quality plan and the potential impact would be less than significant and no mitigation measures are required.

**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? (Less Than Significant Impact)**

The proposed Project is primarily a construction project and would not involve an operational phase that would generate emissions that differ substantially from existing conditions. Following construction, maintenance procedures would be implemented to establish public safety and natural resources protection, including weed abatement, inspections following notable weather events, and patrolling to deter illegal activities. Lighting is not proposed along the trail. In general, implementation of the proposed Project would not increase population, housing, employment, or vehicle trips in the region, and the maintenance activities are expected to result in negligible criteria pollutant emissions. Therefore, no air quality impact would occur related to Project operations, and the following discussion focuses on construction emissions of criteria pollutants.

Construction activities associated with the proposed Project would result in emissions of criteria pollutants due to the use of off-road equipment, heavy-duty haul trucks, and employee commutes to and from the Project site. In addition, fugitive dust would be generated from earth-moving activities. Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. Project construction emissions were estimated using CalEEMod Version 2022.1.1.13. The SCAQMD has adopted mass daily thresholds of significance for criteria pollutants to determine the significance of a project's potential air quality impacts. The estimated criteria pollutant emissions associated with Project construction as compared to the SCAQMD mass thresholds of significance are presented in Table 1: Construction Criteria Pollutant Emissions Compared to South Coast Air Quality Management District Mass Thresholds.



**Table 1. Construction Criteria Pollutant Emissions Compared to South Coast Air Quality Management District Mass Thresholds**

	Emissions (pounds per day)						
	VOC	NO <sub>x</sub>	SO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	Pb
Project Construction	4.43	41.5	0.06	41.7	9.46	5.47	–
<b>SCAQMD Threshold of Significance</b>	<b>75</b>	<b>100</b>	<b>150</b>	<b>550</b>	<b>150</b>	<b>55</b>	<b>3</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod Version 2022.1.13

In accordance with SCAQMD methodology, projects that do not exceed the established mass daily threshold values do not add significantly to a cumulative air quality impact. As shown in Table 1, proposed Project construction emissions would fall below SCAQMD mass daily thresholds.

Because the proposed Project's emissions would not exceed SCAQMD thresholds, it would not 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, and the potential impact would be less than significant, and no mitigation measures are required.

**c) Would the Project expose sensitive receptors to substantial pollutant concentrations? (Less Than Significant Impact)**

Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutant. Land uses identified to be sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest sensitive receptor is a residential area about 0.5 mile south of the Project site, south of SR-91. There are no other sensitive receptors within 0.5 mile of the Project Area.

The SCAQMD has adopted LSTs for nitrous oxide, carbon monoxide, PM<sub>10</sub>, and PM<sub>2.5</sub>. The LSTs are intended to represent the maximum emissions from a project that would not cause or contribute to an exceedance of the CAAQS or NAAQS, and were developed based on the ambient concentrations of each criteria pollutant at specific source receptor areas. It is noted that the use of LSTs is a voluntary approach to analysis and may implemented at the discretion of local agencies (SCAQMD 2008a). Projects that generate emissions that are below the applicable LSTs for the site receptor area are not expected to expose sensitive receptors to substantial concentrations of criteria pollutants. As shown in Table 2: Construction Criteria Pollutant Emissions Compared to SCAQMD LSTs, the Project's construction emissions would be below the applicable LSTs.





## 3 Impact Analysis

**Table 2. Construction Criteria Pollutant Emissions Compared to SCAQMD LSTs**

	Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Project Construction	41.5	41.7	9.46	5.47
<b>SCAQMD LST</b>	<b>652</b>	<b>17,637</b>	<b>198</b>	<b>92</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod Version 2022.1.1.13

Note: The Project site is located within Source Receptor Area Zone 22. The LSTs above are for Source Receptor Area No. 22 and a receptor distance of 500 meters, and conservatively assuming a 1-acre disturbance area.

Fugitive dust would be generated during Project construction and, specifically, earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the Project site. Additionally, SCAQMD Rule 403, Fugitive Dust, limits the discharge of PM emissions and establishes Best Available Control Measures that are applicable to all construction activities (SCAQMD 2005). Consistent with the SCAQMD Best Available Control Measures, the Project would be required to use water trucks to stabilize soils. Moreover, as demonstrated in Table 2, total PM<sub>10</sub> emissions, which include fugitive dust emissions, from construction would not exceed the applicable LST.

Exposure to diesel particulate matter (DPM) from diesel vehicles and off-road construction equipment can result in health risks to nearby sensitive receptors. While the proposed Project would involve the use of diesel-fueled vehicles and off-road equipment, construction would be temporary. In addition, as demonstrated in Table 1 and Table 2, proposed Project construction would result in emissions below the SCAQMD thresholds for criteria pollutant emissions, which includes PM. Moreover, the California Air Resources Board (CARB) indicates that DPM emissions dissipate rapidly from the source, especially within the first 300 feet from the source (CARB 2005). As the nearest receptors are approximately half a mile (over 2,500 feet) away, the concentration of DPM at the nearest receptors would be substantially reduced, and construction of the Project would not result in an increase in health risks due to exposure to DPM.

Based on the discussion above, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations, and the potential impact would be less than significant, and no mitigation measures are required.

**d) Would the Project create objectionable odors affecting a substantial number of people? (Less Than Significant Impact)**

The SCAQMD has identified land uses commonly subject to odor complaints. These land uses include agriculture (farming and livestock), wastewater treatment, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The proposed Project entails construction of a multi-use trail and would not involve any of the land uses identified to result in odor complaints nor involve any components with the potential to create objectionable odors affecting a substantial number of people.

Construction activities associated with the proposed Project could result in short-term odorous emissions from diesel exhaust associated with diesel-fueled equipment. However, these

emissions would be intermittent and would dissipate rapidly from the source. Furthermore, SCAQMD regulates objectionable odors through Rule 402, Nuisance (SCAQMD 1976). Thus, although not anticipated, if odor complaints are made during implementation of the proposed Project, the SCAQMD would ensure that such odors are addressed, and any potential odor effects are minimized or eliminated.

The proposed Project would not result in other emissions, such as those leading to odors, adversely affecting a substantial number of people, and the potential impact would be less than significant, and no mitigation measures are required.



## 3 Impact Analysis

**3.5 Biological Resources**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
c) 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?				X
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?		X		



The information contained in this section has been developed and/or summarized based upon Appendix C (Biological Resources Technical Report, 2022 [BRTR]) prepared for the SART 2, 2A, and 3A Project. The SART 3B Project is located immediately adjacent to this trail segment. The Biological Survey Area (BSA) undertaken for the SART 2, 2A, and 3A Project covered the SART 3B Project, which was later separated out from the SART 2, 2A, and 3A Project due to programming considerations by the District. The United States Army Corps of Engineers (USACE) is currently undertaking Endangered Species Act (ESA) Section 7 Consultation with the United States Fish and Wildlife Service (USFWS) to address potential impacts to least Bell's vireo and coastal California gnatcatcher.

### **3.5.1 Western Riverside County Multiple Species Habitat Conservation Plan & Determination of Biologically Equivalent or Superior Preservation Addendum Compliance Overview & Determination**

The Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP) is a comprehensive, multijurisdictional Habitat Conservation Plan and Natural Communities Conservation Plan. The WRCMSHCP focuses on the conservation of species and their associated habitats in western Riverside County. The WRCMSHCP allows Permittees to obtain “take” of plant and animal species identified by the WRCMSHCP. Regulation of “take” of threatened, endangered, and rare species is authorized by the wildlife agencies (U.S. Fish and Wildlife Service [USFWS] and California Department of Fish and Wildlife [CDFW]). The wildlife agencies allow “take” authorization for otherwise lawful actions (e.g., public and private projects) in exchange for the assembly and management of a coordinated Reserve.

The WRCMSHCP plan area encompasses approximately 1.26 million acres and includes all unincorporated land in Riverside County west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the cities of Eastvale, Jurupa Valley, Wildomar, Menifee, San Jacinto, Hemet, Perris, Calimesa, Beaumont, Banning, Moreno Valley, Riverside, Corona, Norco, Canyon Lake, Lake Elsinore, Murrieta, and Temecula. Riverside County Transportation Commission and the District are Permittees to the MSHCP adopted by the County of Riverside in June 2003. As a Permittee, the District has the responsibility to implement and adhere to the provisions of the MSHCP as well as the Implementing Agreement issued by the USFWS and CDFW.

The establishment of a trail along the margins of the Prado and Santa Ana River is a Conditionally Compatible Use under Section 7.4.2 of the MSHCP and would satisfy a primary WRCMSHCP objective of “provid[ing] recreational and educational opportunities within the MSHCP Conservation Area, while providing adequate protection for the biological resources” (RICP 2003). The SART was included in the MSHCP Master Plan as a planned trail with impacts associated with the trail development included in the assessment.

The proposed Project is located within Criteria Cell 1616, which was designated to focus conservation on a variety of wetland habitats associated with the Prado Flood Control Basin and the Santa Ana River. The proposed Project is consistent with the conservation cell Criteria and MSHCP policies.

- 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? (Less Than Significant with Mitigation Incorporated)**



### 3 Impact Analysis

#### 3.5.2 Special-Status Plant Species

Reconnaissance-level surveys were conducted to survey for rare and sensitive plant species, and all plant species observed were recorded. Floristic surveys for rare plant species were performed according to the Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities (CDFW 2018) and California Native Plant Society (CNPS) Botanical Survey Guidelines (CNPS 2001) and were conducted during the documented blooming periods of most of the vascular rare plants known to occur within ten miles of the proposed Project. Plants were considered special-status if they are listed by the WRCMSHCP or ranking by the California Native Plant Society California Rare Plant Rank (CRPR).

A total of 119 vascular plants were observed, with one CRPR 4.2 plant observed in SART Phase 3A (a planned trail segment adjacent to SART 3B), the paniculate tarplant (*Deinandra paniculata*), within the California sagebrush scrub community. The 4.2 rank indicates a watch list species with limited distribution that is fairly threatened in California. No additional special-status plant species were observed.

#### 3.5.3 Special-Status Wildlife Species

##### 3.5.3.1 Least Bell's Vireo and California Gnatcatcher

Least Bell's vireo (LBV) (*Vireo bellii pusillus*) is a federal and state endangered species and a WRCMSHCP covered species. They are found as summer residents of Southern California where they inhabit low riparian growth in the vicinity of water or dry river bottoms below 2,000 feet. They were detected during presence absence surveys in 2021.

The coastal California gnatcatcher (CAGN) (*Poliioptila californica californica*) is a federally-listed endangered species, state-listed species of special concern, and a WRCMSHCP covered species. They live in coastal sage scrub, desert scrub, and coastal dune scrub year-round. In California, they occur along the coast in areas dominated by California sagebrush. They generally occur in areas less than 1,600 feet in elevation, but sometimes occur at higher elevation at inland scrub sites. This species was observed during surveys in 2021. There is USFWS designated Critical Habitat for both these species in the Santa Ana River floodplain extending from the San Bernardino Mountains in the Northeast to the Chino Hills in the Southwest.

The proposed Project would impact USFWS Critical Habitat and occupied suitable endangered LBV habitat (e.g., through habitat modification, presence of humans). Work is expected to occur during the breeding season and may affect about two (2) breeding territories (ranging from one to four acres in size) in the Project and surrounding buffer. In addition, USFWS threatened CAGN is present in the Project site. A total of four (4) breeding territories are found within a 500-foot buffer of SART Phase 3A (a planned trail segment adjacent to SART 3B) of the Action Area.

The proposed Project impacts to these species, which are known to be present, would be potentially significant, because of the removal of native habitat, noise generated by Project activities exceeding 60 A-weighted decibels, or off-trail trekking (e.g., not staying within the designated limits of the trail). With implementation of the mitigation measures Bio-1, LBV, CAGN, and Nesting Birds, Bio-2 Night Work, Bio-3 Wildlife Education Program, Bio-4 Biological Monitoring During Construction, Bio-5 Native Vegetation Removal, Bio-6 Trash Removal, and Bio-7 Revegetation (see below), the impacts to LBV and CAGN would be less than significant with mitigation incorporated.



There are no other special-status wildlife species known to occur within the BSA.

### **3.5.3.2 Nesting Birds**

The proposed Project provides suitable habitat for several nesting bird species protected under the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and 3511. Construction during the nesting bird season (February 15 through September 1) could result in impacts to nesting bird species.

The proposed impacts to nesting birds would be potentially significant because of the removal of suitable nesting habitat, noise generated by Project activities, additional lighting for work occurring at night, or off-trail trekking. With implementation of the Mitigation Measures Bio-1 (LBV, CAGN, and Nesting Birds), Bio-3 (Wildlife Education Program), Bio-4 (Biological Monitoring During Construction), Bio-5 (Native Vegetation Removal), and Bio-7 (Revegetation) below, the impacts to nesting bird species would be less than significant with mitigation incorporated.

### **3.5.4 Mitigation Measures**

#### **BIO-1 LBV, CAGN, and Nesting Birds**

- The District shall develop and implement a monitoring program for LBV and CAGN that entails surveys during the year prior to construction, and each year of construction.
- The District shall develop and implement a monitoring program that entails surveys for bald eagles immediately prior to fall/winter construction near flowing water, and for golden eagles prior to initiating activities at Borrow Area #2 (all borrow areas). If eagles are foraging in the vicinity, the District will coordinate with the Contracting Officer Representative of the USACE and USFWS to develop appropriate avoidance measures.
- Any vegetation with the potential to support CAGN and LBV shall be cleared by the District outside of the nesting season, defined as February 15 to September 16.
- The District shall construct temporary sound walls/blankets prior to the LBV and CAGN nesting season (i.e., prior to February 15) along sensitive LBV and CAGN habitat adjacent to the temporary construction easement (TCE). The temporary sound wall shall be constructed of material typically used to lessen general noise impacts and at a height tall enough to account for construction equipment.
- Portable sound walls/blankets will be placed by the District around demolition activities occurring on the spillway, regardless of nesting season to minimize potential noise impacts on resident CAGN.

#### **BIO-2 Night Work**

- Prior to any construction activities occurring at night, a lighting plan shall be developed by the District in coordination with the Project biologist or environmental monitor. The lighting plan shall serve to reduce potential impacts resulting from lighting on resident and transitory species using the wildlife corridor to the maximum extent practicable.



### 3 Impact Analysis

#### **BIO-3 Wildlife Education Program**

- A qualified biologist shall conduct a training session for Project personnel prior to grading to ensure workers are familiar with the species, noise restrictions, and measures that shall be implemented on the Project. The training shall include a description of the species of concern and its habitats, the general provisions of the ESA and the WRCMSHCP, the need to adhere to the provisions of the Act and the WRCMSHCP, the penalties associated with violating the provisions of the Act, the general measures are being implemented to conserve the species of concern as they relate to the proposed Project, and the access routes to and from the proposed Project Area boundaries within which the proposed Project activities must be accomplished.

#### **BIO-4 Biological Monitoring During Construction**

- Prior to construction activities, a District qualified biologist (or the environmental monitor) shall conduct pre-construction environmental training for construction crew members including those onboarding mid-Project. The training shall focus on required avoidance/minimization measures and conditions of regulatory agency permits and approvals (if required). The training shall also include a summary of sensitive species and habitats potentially present within and adjacent to the Project site.
- The biological monitor will monitor noise regularly (twice weekly) during the nesting season (February 15–August 15). Ambient noise levels will be recorded by the District biologist prior to construction to determine ambient noise levels. During construction, noise monitoring will ensure that 1) noise does not exceed 60 A-weighted decibels (dBA) of equivalent continuous sound level (Leq) hourly where ambient noise is less than 60 dBA Leq hourly or another agreed-upon limit with the USFWS, within occupied CAGN and LBV habitat during the nesting season; or, (2) noise does not exceed 5 dBA Leq hourly above ambient conditions if said levels are above 60 dBA Leq hourly, or another agreed-upon limit with the USFWS, within occupied CAGN and LBV habitat during the nesting season. If construction noise levels within occupied adjacent habitat cannot be reduced below 60 dBA Leq hourly, or 5 dBA Leq hourly above ambient, or another agreed-upon limit with the USFWS, in adjacent occupied LBV or CAGN habitat during nesting season of any year, the USACE or project District will offset impacts at a 1:1 ratio per any period during the breeding season affected by such noise levels. This 1:1 ratio will be based on the acreage of occupied coastal sage scrub or riparian habitat outside the Project footprint subject to noise levels above agreed-upon thresholds during the nesting season, per the number of breeding seasons affected (e.g., one acre of coastal sage scrub habitat affected by noise in two breeding seasons will result in two [2] acres of restoration). The area affected will be determined by the periodic Project noise monitoring. The District will identify restoration areas for offsetting noise impacts in coordination with the USFWS and will maintain (continue weeding) those areas for a period of eight (8) years.
- Prior to any ground-disturbing activities (e.g., mechanized clearing or rough grading) for all Project related construction activities, a District qualified biologist (or environmental monitor) shall conduct pre-construction surveys of the Project site for terrestrial special-status species. During these surveys, the biologist shall:
  - a. Inspect the Project Area (and borrow area) for any sensitive wildlife species;



- b. In the event of the discovery of a non-listed, special-status ground-dwelling animal such as a burrowing owl or special-status reptile, attempts will be made to recover and relocate the animal to adjacent suitable habitat within the Project site at least 200 feet from the limits of construction activities. Burrowing owl surveys and relocations shall follow established protocols.
- The District biologist or qualified biological monitor shall continue to monitor and survey the Project Area, borrow area, and adjacent habitats throughout construction and restoration activities for the presence of special-status species, and shall confirm that conservation measures are sufficient to avoid or minimize impacts to these listed species and designated habitat, or shall recommend additional measures as warranted.

### ***BIO-5 Native Vegetation Removal***

- The District's contractor will minimize grading activities and leave root systems intact, to the extent practicable.
- The District's construction personnel shall strictly limit their activities, vehicles, equipment, and construction materials to the temporary construction footprint, including designated borrow areas, staging areas or routes of travel. The construction area(s) shall be the minimal area necessary to complete the proposed Project and will be specified in the construction plans. Highly visible barriers (such as orange construction fencing or sound walls) will be installed around all riparian and sensitive habitats adjacent to the construction footprint to designate limits of construction activities. These barriers will be maintained until the completion of all construction activities.
- Vegetation removal and herbicide application required by the District for maintenance of the Project shall be conducted at the minimum amount necessary. Any vegetation removal necessary shall be conducted outside of the nesting season, which is defined as February 15 to September 15.
- Best management practices (BMPs) by the District shall be implemented to reduce impacts to native habitats, including the following:
  - All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall occur in developed or designated non-sensitive upland areas. These areas shall implement BMPs to prevent runoff carrying toxic substances from entering the Santa Ana River and associated drainages. If a spill occurs outside of a designated area, the cleanup shall be immediate and documented.
  - Fire suppression equipment including shovels, water, and extinguishers shall be available onsite during the fire season (as determined by Riverside County Fire Department) and when activities may produce sparks.
  - To the extent feasible, the contractor shall prevent exotic weeds from establishing within the work site during construction. Construction equipment shall be cleaned of mud or other debris to the extent feasible, prior to mobilizing and before leaving the site to reduce the potential spread of invasive plants and/or seeds.





### 3 Impact Analysis

#### **BIO-6 Trash Removal**

- To avoid attracting predators of the species of concern, the proposed Project Area shall be kept as clean of debris as possible by the District. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).
- 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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less Than Significant with Mitigation Incorporated)**

The proposed Project would result in 3.14 acres of temporary impacts and 8.21 acres of permanent impacts to the riparian/riverine vegetation community and coastal sage scrub (CSS) community areas. Direct impacts to these communities include the removal of habitat as a result of implementation of the proposed Project but would be minimized through the design to minimize native vegetation removal rather than removal.

The temporary and permanent removal of these natural vegetation communities would be potentially significant. With implementation of the Mitigation Measure Bio-7 (Revegetation) below, the impacts to riparian and CSS vegetation communities would be less than significant with mitigation incorporated.

#### **BIO-7 Revegetation**

- The District shall restore all temporary disturbance areas, not including existing roads or operations areas, within the TCE with riparian, CSS or other native habitat as appropriate to the location. All temporarily disturbed areas shall be kept free of exotic plants for a period of eight years. If the sites have not begun to recover within five years (i.e., 50 percent of the disturbed areas are not vegetated with native plants) then the site shall be replanted or re-hydroseeded as needed. Acreage of actual disturbance will be documented and compared to acreage restored; any shortfalls shall be addressed through additional restoration as needed.
- The District shall offset temporary losses to occupied CAGN habitat (i.e., both native and non-native) by restoring currently degraded areas to CSS outside the TCE at a 2:1 ratio if restoration occurs after impact; or at a 1:1 ratio if restoration occurs prior to impact; or any combination thereof (i.e., if some restoration can occur prior to impact). This acreage shall be managed and kept free of exotics for eight years post-construction. Permanent impacts to occupied but non-native habitat shall follow the same guidance. The District shall offset permanent impacts to CAGN-occupied native CSS habitat at a 3:1 ratio by restoring currently degraded areas outside the TCE and managing those areas for eight years post-construction. It is anticipated that 4.4 acres of impacts to CSS shall be offset with a total of 13.2 acres restored.
- The District is responsible for restoring habitat in all temporary disturbance areas related to the trail, not including existing roads or operations areas, within the TCE with riparian, CSS or other native habitat as appropriate to the location. All temporarily disturbed areas will be kept free of exotic plants for a period of eight years. If the sites have not begun to recover within five years (i.e., 50 percent of the disturbed areas are not vegetated with native plants) then the site shall be replanted or re-hydroseeded as needed. Acreage of actual disturbance will be documented and



compared to acreage restored; any shortfalls shall be addressed through additional restoration as needed.

- The District shall offset trail related permanent impacts to LBV or CAGN-occupied native habitat at a 3:1 ratio by restoring currently degraded areas outside the TCE and preserving those lands in perpetuity. This revegetated area shall be maintained, monitored and kept free of exotics (less than 10% cover). It is anticipated that 8.2 acres of impacts to occupied habitat will be offset with a total of 24.6 acres restored.
- c) **Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 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? (Less Than Significant Impact)**

Wetlands or non-wetland Waters of the U.S., Waters of the State or CDFW jurisdictional waters are not located within the Project site. Therefore, the proposed Project would result in no impacts to wetlands, or any non-wetland Waters of the U.S., Waters of the State or CDFW jurisdictional waters, and no mitigation measures are required.

- 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? (Less Than Significant Impact)**

Linkages and corridors facilitate regional animal movement and are generally centered in or around waterways, riparian corridors, flood control channels, contiguous habitat, and upland habitat. Drainages generally serve as movement corridors because wildlife can move easily through these areas, and fresh water is available. Corridors also offer wildlife unobstructed terrain for foraging and for dispersal of young individuals. The Santa Ana River floodplain, in which the proposed Project is located, has been identified as an important wildlife movement corridor/riparian linkage and is part of a large area of open space within an otherwise heavily developed region. This corridor joins upland and riparian habitats. It joins the San Bernardino Mountains in the north to the Chino Hills, and by extension the Santa Ana Mountains, to the south, and Orange County to the west.

The design prioritizes wildlife movement by incorporating several elements. Vegetation will be established over the auxiliary and spillway connection point, creating a natural corridor. Where possible, slopes will be vegetated to provide cover and minimize habitat fragmentation. Additionally, gradual slopes will be implemented for easier wildlife navigation. The existing unpaved USACE access road would be retained alongside the trail, offering a secondary path for wildlife less accustomed to human activity. Finally, open fencing and minimal to no lighting would be used to facilitate wildlife passage and minimize disturbance. Once construction is complete, all wildlife corridor areas would be kept free of debris, trash and other obstructions through routine maintenance. Trail lighting would not be installed as part of this Project. Lighting would only occur in areas where it currently exists along public roadways. The impacts to wildlife movement are considered less than significant and no mitigation measures are required.



### 3 Impact Analysis

**e) Would the Project conflict with any local policies or ordinance protecting biological resources, such as a tree preservation policy or ordinance? (No Impact)**

A review of relevant documents (e.g., municipal code, ordinances, General Plan) for the County of Riverside indicate that the proposed Project would not conflict with any local policies or ordinances protecting biological resources (see Section 3.12, Land Use and Planning [Table 6. County of Riverside General Plan Consistency Analysis] for detailed analysis). Therefore, no conflicts with local policies or ordinances protecting biological resources are anticipated, and no mitigation measures are required.

**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? (Less than Significant with Mitigation Incorporated)**

The proposed Project is located within the WRMSHCP, and complies with the conditional use of providing recreational opportunities while protecting biological resources. The proposed Project falls within Criteria Cell 1616. Impacts to resources covered by the WRMSHCP would be less than significant with incorporation of the mitigation measures, standard BMP, provisions and guidelines, and proposed mitigation ratios.



### 3.6 Cultural Resources

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

**a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (Less Than Significant with Mitigation Incorporated)**

For a cultural resource to be considered a historical resource (i.e., eligible for listing in the California Register of Historical Resources [CRHR]), it generally must be 50 years or older. Under CEQA, historical resources can include precontact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts.

To identify historical resources at the Project site, the following tasks were completed for this IS: (1) a cultural resources records search of the Project site and a 0.25-mile radius was completed at the Eastern Information Center (EIC), the California Office of Historic Preservation's (OHP) regional repository for cultural resources site and study information for Riverside County; and (2) a cultural resources pedestrian survey.

Based on the results of these tasks—which are described below—the Project would have a potentially significant impact on archaeological and historical resources unless mitigation is incorporated. With implementation of Mitigation Measure CUL-1 (Cultural Materials Discovered during Construction), the Project's potential impact on historical and archaeological resources would be reduced to a less than significant level.

#### 3.6.1 **South Central Coastal Information Center and Built Environment Resource Directory Search Results**

Results of the records search confirms that one historic-period cultural resource intersects with the Project site (see Table 3: Cultural Resources Intersecting Project Site).



## 3 Impact Analysis

**Table 3. Cultural Resources Intersecting Project Site**

Primary No.	Trinomial	Name	Description
P-33-004730	CA-SBR-4730H	Prado Dam	Historic site
N/A	N/A	Prado Bicentennial Mural	Mural at Prado Dam spillway

P-33-004730 (Prado Dam) was determined eligible for listing in the National Register of Historic Places (NRHP) in 1991. According to Joseph McDole, State Historian II at California OHP, in an email dated September 25, 2023, it was not simultaneously listed in the CRHR at this time. After it was determined eligible for the NRHP, USACE proposed modifications to several key features of the dam in the early 1990s, including raising the height of the main embankment, replacing the inlet and outlet works, increasing the height and width of the spillway, and constructing a series of levees. To mitigate the loss of the eligible property, the dam was documented in a Historic American Engineering Record, which was filed with the National Park Service in 1996. Despite the demolition of several features and the impending removal of the spillway, the resource was still listed as NRHP-eligible in the State Historic Preservation Office (SHPO) records. In June 2020, USACE re-engaged with SHPO to provide a clear consultation record that the dam, including the spillway, is no longer eligible for the NRHP, either individually or as part of the Prado Dam complex. SHPO subsequently concurred with USACE's determination of ineligibility.

The Prado Bicentennial Mural is listed in the OHP Built Environment Resource Directory as determined ineligible for listing in the NRHP. The mural is located at the base of the Prado Dam spillway and commemorates the United States Bicentennial in 1976.

### 3.6.2 Field Survey Results

The Project site was subject to a cultural resource survey on October 4, 2023. Previously unsurveyed portions of the Phase 3B Project site were walked using parallel transects spaced 15 meters apart when possible. The goal of the survey was to identify artifacts, archaeological features (such as hearths or bedrock milling surfaces), anthropogenic sediments, or other evidence of cultural remains. Where present, visible subsurface sediments, such as in road cuts, were also visually examined for exposed cultural resources. All areas were examined, noting the environment, disturbances, access, and the presence or absence of cultural resources.

The pedestrian survey found no surface evidence of cultural resources.

### 3.6.3 Summary

The EIC records search identified cultural resources at the Project site; however, these resources are not eligible for CRHR or NRHP listing. The survey did not identify significant cultural resources.

Although the potential for identifying archaeological historical resources during Project ground disturbance is low, the presence of such resources cannot be entirely discounted. Surface vegetation and development encountered during the field survey, for example, could have obscured archaeological deposits that could be uncovered during Project implementation. Should such deposits be encountered during Project ground disturbance, a substantial adverse change in the significance of a historical resource could occur from its demolition, destruction, relocation, or alteration such that the significance of the resource would be materially impaired (CEQA Guidelines Section 15064.5(b)(1)).



### 3.6.4 Mitigation Measures

#### ***CUL-1 Cultural Materials Discovered during Construction***

- Should an archaeological deposit be encountered during Project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a Riverside County Regional Park and Open-Space District environmental specialist and USACE Cultural Resources Specialist shall be contacted to evaluate the situation and provide recommendations for the treatment of impacts to the resource. If the deposit is found to be significant (i.e., eligible for listing in the CRHR), the Riverside County Regional Park and Open-Space District shall be responsible for funding and implementing appropriate mitigation measures. Mitigation measures may include recordation of the archaeological deposit, data recovery and analysis, and public outreach regarding the scientific and cultural importance of the discovery. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared and submitted to the Riverside County Regional Park and Open-Space District and USACE for review, and the final Report shall be submitted to the EIC at the University of California, Riverside.
- Precontact cultural resources may include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic cultural resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

**b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (Less Than Significant with Mitigation Incorporated)**

According to the CEQA Guidelines, “When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource” (CEQA Guidelines Section 15064.5(c)(1)). Those archaeological sites that do not qualify as historical resources shall be assessed to determine if these qualify as “unique archaeological resources” (California Public Resources Code Section 21083.2). Archaeological deposits identified during Project construction would be treated by a Riverside County Regional Park and Open-Space District environmental specialist and USACE—in consultation with a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology—in accordance with Mitigation Measure CUL-1. With implementation of this mitigation measure, the Project’s potential impacts to archaeological resources would be less than significant.

**c) Would the Project disturb any human remains, including those interred outside formal cemeteries? (Less Than Significant)**

There are no known historic-period human burials at the Project site. A cultural resources records search and a field survey (see discussion under Environmental Issue a) above) did not identify recorded Native American skeletal or cremated remains at the Project site.



### 3 Impact Analysis

In the event that human remains are identified during Project construction, these remains would be treated in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, as appropriate.

Section 7050.5 of the California Health and Safety Code states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Section 5097.98 of the Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code Section 7050.5, shall immediately notify those persons (i.e., the MLD) it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

With the implementation of these regulations, a less than significant impact on human remains is anticipated, and no mitigation is necessary.



### 3.7 Energy

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

**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)**

Energy in the form of electricity and transportation fuel would be expended to construct the proposed Project. However, the amount of consumption would be minor in comparison to the number of available resources. In addition, modern construction equipment has been designed to be more efficient, due to energy reduction requirements by state and federal regulations. Moreover, equipment would not be permitted to remain idling while not in use, which would further reduce the consumption of energy resources. During operation, energy consumption would be minimal and be limited to maintenance of the trail. Therefore, impacts would be less than significant, and no mitigation measures are required.

**b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (No Impact)**

The County of Riverside has initiated an energy plan (eligible renewable energy resource development) in the County to coordinate and encourage eligible renewable energy resource development at the General Plan level. As the proposed Project consists of the continuation of trail corridor improvements, there are no characteristics of the proposed Project that would result in a conflict or obstruction with a state or local plan related to renewable energy or energy efficiency. Therefore, no impacts would result, and no mitigation measures are required.





## 3 Impact Analysis

**3.8 Geology and Soils**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on strata 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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?			X	
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		



**a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**i. The 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? (Less Than Significant Impact)**

The Project site, as well as most of Southern California, is in a region of historical seismic activity. According to the CDC's Geological Survey Seismic Hazards Program, known active fault systems (i.e., Chino Fault) are located within the limits of the Project site. Based upon a review of the California Geological Survey (CGS) Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones, a portion of Phase 3B crosses the Chino Fault. There are also active faults, the most significant being the Elsinore Fault system. Like other regions of the state, trail users would be subject to similar levels of risk associated with utilizing the trail. It should be noted that the trail would be engineered to meet both County of Riverside Building Code requirements and would need to consider the location of the Chino Fault in relation to the trail's design and construction.

Therefore, based on the foregoing analysis, the proposed Project would result in less than significant impacts in relation to a rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, and no mitigation measures are required.

**ii. Strong seismic ground shaking? (Less Than Significant Impact)**

There are active or potentially active fault systems that can affect the Project site. The most significant known locally active faults include the Elsinore and Chino Fault Systems. The potential for damage resulting from seismic-related events exists within the Project site, as it does throughout Southern California. Seismic hazards include ground shaking, ground failure, and ground displacement. The Project site is expected to be subject to moderate to severe ground shaking from a regional seismic event within the Project life. The faults noted above have the greatest potential for causing earthquake damage related to ground shaking at the Project site. However, the proposed Project includes no habitable structures that would be affected by a seismic event. Therefore, impacts would be less than significant, and no mitigation measures are required.

**iii. Seismic-related ground failure, including liquefaction? (Less Than Significant Impact)**

According to the CDC's Geological Survey Seismic Hazards Program: Liquefaction Zones, the Project site is not located within a potential liquefaction zone. Therefore, all potential impacts relative to this topic are considered less than significant, and no mitigation measures are required.

**iv. Landslides? (Less Than Significant Impact)**

According to the CDC's Geological Survey Seismic Hazards Program: Landslides Zones, the Project site is in an area of known potential landslides but is not located within a Landslide Zone. The topography of the Project site is varied but does not include steep cliffs or hills that



### 3 Impact Analysis

would likely be subject to a landslide. In addition, the proposed Project entails construction of a trail and would not include the construction of habitable structures that could be subject to landslide hazards. Therefore, all potential impacts relative to this topic are considered less than significant, and no mitigation measures are required.

**b) Would the Project result in substantial soil erosion or the loss of topsoil? (Less Than Significant Impact)**

The proposed Project would largely maintain the natural and existing modified contours of the Prado Dam. Heavy equipment would be utilized as part of this Project. Approximately 175,000 CY of excess soil (associated with the Spillway Project [not part of the proposed Project]) material will be removed from the Project site. Soil and vegetation disturbance would occur during construction; however, reseeding, compaction, revegetation, and restoration and/or stabilization of all areas would be required prior to completion of the proposed Project. Routine maintenance would occur to ensure erosion control is implemented and BMPs are utilized, as necessary. Construction activities would not result in substantial soil erosion or loss of topsoil, nor would this be expected during operation. In addition, the proposed Project would be required to adhere to either the County of Riverside Grading Manual, which include measures to address and control erosion and siltation. Therefore, impacts would be less than significant, and no mitigation measures are required.

**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? (Less Than Significant Impact)**

According to the CDC's Geological Survey Seismic Hazards Program, the Project site is not located within a landslide area but is located adjacent to known off-site landslide areas. The Project site is not located within a subsidence or collapse zone or subject to lateral spreading or liquefaction. Therefore, impacts would be less than significant, and no mitigation measures are required.

**d) Would the Project 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? (Less Than Significant Impact)**

The Project proposes construction of a multi-use trail and no habitable structures are proposed. In addition, an analysis of the onsite soils indicates they are not considered expansive, as defined in Table 18-1-B of the Uniform Building Code (1994). Therefore, less than significant impacts relative to this topic are anticipated due to Project implementation, and no mitigation measures are required.



**e) Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)**

The proposed Project would include construction of a multi-use trail; as such, the proposed Project does not involve issues pertaining to soils incapable of supporting septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur, and no mitigation measures are required.

**f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant with Mitigation Incorporated)**

The information and analysis contained in this section is based on Appendix D (Final Paleontological Resources Assessment [FPRA]). The FPRA was developed for Segments 2 through 3A, which are adjacent to the SART 3B Project Area, and covers the same geologic units as found in the SART 3B Project Area.

For the FPRA, a museum records search from the Natural History Museum of Los Angeles County of the SART Project Area and vicinity, as well as a review of the most recent geologic mapping and relevant scientific literature was used to assign paleontological potential rankings of the Society of Vertebrate Paleontology (2010) to the geologic units present in the Project Area, either at the surface or in the subsurface. A review of geologic mapping by Morton and Miller (2006) indicates four geologic units are present at the surface of the Project Area: young alluvial deposits, alluvial wash deposits, very old alluvial fan deposits, and the Puente Formation. The FPRA indicates that the young alluvial deposits and alluvial wash deposits have low-to-high paleontological potential, increasing with depth, while the very old alluvial fan deposits and Puente Formation have high paleontological potential. As the proposed Project would require some ground disturbance, paleontological resources might be encountered in these units. Significant impacts could occur should such resources be damaged or destroyed. However, with the implementation of Mitigation Measures GEO 1, GEO-2, GEO-3 and GEO-4, these impacts would be reduced to less than significant levels.

### **3.8.1 Mitigation Measures**

#### ***Geo-1 Paleontological Monitoring & Mitigation Plan***

The qualified paleontologist shall develop and oversee the implementation of a Paleontological Monitoring and Mitigation Plan tailored to the Project plans that provides for paleontological monitoring of earthwork and ground-disturbing activities into undisturbed geologic units with high paleontological potential, whether at the surface or in the subsurface, to be conducted by a paleontological monitor meeting industry standards (Murphey et al. 2019).

#### ***Geo-2 Workers' Environmental Awareness Program***

The qualified paleontologist shall develop a Worker's Environmental Awareness Program training that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction, to be delivered by the paleontological monitor to the construction crew prior to the onset of ground disturbance.



### 3 Impact Analysis

#### ***Geo-3 Inadvertent Discoveries***

In the event that paleontological resources are encountered during construction activities, all work must stop in the immediate vicinity of the finds while the paleontological monitor documents the find. The designated qualified paleontologist shall assess the find. Should the qualified paleontologist assess the find as significant, the find shall be collected and curated in an accredited repository along with all necessary associated data and curation fees.

#### ***Geo-4 Stand-Alone Paleontological Resources Awareness Training***

A qualified paleontologist shall develop a stand-alone paleontological resources awareness training for the District. This training shall include information on the types of paleontological resources that may be encountered in the area, an overview of the area's geologic and paleontological history, and instructions on steps to follow should park personnel or members of the public using the SART Report the discovery of a paleontological resource. The District shall ensure this training is delivered to personnel responsible for operations and maintenance activities on the SART.



### 3.9 Greenhouse Gas Emissions

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			X	

The analysis and conclusions contained in this section are derived from Appendix B (Air Quality and Greenhouse Gas Emissions Study) of this IS/MND.

**a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less Than Significant Impact)**

The proposed Project is primarily a construction project and would not involve an operational phase that would generate emissions that differ substantially from existing conditions. Following construction, maintenance procedures would be implemented to establish public safety and natural resources protection, including weed abatement, inspections following notable weather events, and patrolling to deter illegal activities. Lighting is not proposed along the trail. In general, implementation of the Project would not increase population, housing, employment, or vehicle trips in the region, and the maintenance activities are expected to result in negligible criteria pollutant emissions. Therefore, no greenhouse gas (GHG) impact would occur related to Project operations, and the following discussion focuses on construction emissions of GHGs.

In December 2008, the SCAQMD Board adopted the Interim CEQA Greenhouse Gas Significance Threshold, which established a screening threshold of 10,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) per year for industrial projects and 3,000 MTCO<sub>2</sub>e/year for residential and commercial projects (SCAQMD 2008b). In order to present a conservative analysis, total Project construction GHG emissions are compared to the lesser screening threshold of 3,000 MTCO<sub>2</sub>e/year. As noted above, this analysis does not evaluate operational GHG emissions from the Project.

The Project would generate GHG emissions during construction from off-road equipment and on-road vehicle exhaust from worker vehicle trips and hauling truck trips. Table 4: Construction Greenhouse Gas Emissions, below, presents a summary of the estimated GHG emissions that would result from Project construction.



## 3 Impact Analysis

**Table 4. Construction Greenhouse Gas Emissions**

<b>Project Emissions</b>	<b>MTCO<sub>2</sub>e</b>
Total Construction Emissions	415
SCAQMD Threshold of Significance	3,000
Exceed Threshold?	No

Source: CalEEMod Version 2022.1.1.13

As shown in Table 4, construction of the Project would emit an estimated total of 508.92 MTCO<sub>2</sub>e, which is well below the 3,000 MTCO<sub>2</sub>e significance threshold applied in this analysis (even without amortizing the construction emissions over 30 years as allowed by SCAQMD guidance). As a result, the Project would not generate GHG emissions, either directly or indirectly, that would be considered to have a substantial adverse effect on the environment, and the potential impact would be less than significant, and no mitigation measures are required.

**b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG? (Less Than Significant Impact)**

In 2006, the State Legislature enacted Assembly Bill (AB) 32, also known as the California Global Warming Solutions Act of 2006. AB 32 required CARB to adopt statewide GHG emissions limits to achieve statewide GHG emissions levels at the same levels they were atmospherically in 1990 by the year 2020. SB 32, signed in 2016, expands on the mandate of AB 32 by requiring CARB to ensure that state GHG emissions are reduced to 40 percent below the 1990 emission level by the year 2030. AB 1279 was enacted in 2022, and requires that the state achieve carbon neutrality as soon as possible, but no later than 2045.

For this analysis, the applicable plans adopted for the purpose of reducing GHG emissions are the CARB's 2022 Scoping Plan, the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Riverside County Climate Action Plan Update. Project consistency with the foregoing plans is discussed below.

CARB approved the 2022 Scoping Plan in December 2022, which built upon the 2008 and 2017 Scoping Plans in order to meet California's SB 32 and AB 1279 GHG reduction targets (CARB 2022). The 2022 Scoping Plan includes an action item wherein construction equipment shall be 25 percent electrified by 2030 and 75 percent electrified by 2045. Project construction is expected to be complete prior to 2030 and, as a result, this action item is not applicable. The vast majority of the remaining action items and measures in the 2022 Scoping Plan apply to local governing agencies and land development projects and are not applicable to the Project, which would not constitute a new source of operational emissions. As a result, implementation of the Project would not conflict with the 2022 Scoping Plan.

In September 2020, the SCAG Regional Council approved the 2020-2045 RTP/SCS, which is entitled Connect SoCal. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern (SCAG 2020). Specific goals within the SCAG RTP/SCS that are relevant to the Project include (1) improving mobility, accessibility, reliability, and travel safety for

people and goods; (2) increasing person and goods movements and travel choices within the transportation system; and (3) reducing GHG emissions and improving air quality. The Project would involve the construction of segments of a multi-modal pathway for cyclist, pedestrian and equestrian use. By providing new trail connections, the Project would directly improve mobility and travel choices for people. Additionally, the trail would provide infrastructure to accommodate alternative modes of transportation and could indirectly reduce mobile source GHG emissions. Furthermore, by providing signage, striping, and drainage improvements, the Project would improve the reliability and travel safety for people along the trail. In general, the Project would support the GHG reduction strategies established in the RTP/SCS.

In November 2019, the Riverside County Board of Supervisors adopted the County's Community Air Protection (CAP) Update. The CAP Update describes the County's baseline GHG emissions for the year 2017, forecasts countywide emissions for 2020, 2030, and 2050, and includes strategies to reduce emissions to a level consistent with the state's emissions reduction targets (County of Riverside 2019). Many measures identified in the CAP Update are directed at land development projects and are not applicable to the Project. The relevant GHG reduction measures include Measure R2-T1, Alternative Transportation Options, and Measure R2-T2, Adopt and Implement a Bicycle Master Plan to Expand Bike Routes around the County. By contributing new multipurpose trail segments in Riverside County, the proposed Project would support the foregoing GHG reduction measures.

Considering the above, the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, potential impacts would be less than significant, and no mitigation measures are required.





## 3 Impact Analysis

**3.10 Hazards and Hazardous Materials**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
e) For a project located within an airport land use compatibility 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?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X



**a) Would the Project create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials? (Less Than Significant Impact)**

The proposed Project does not include the routine transport, use, or disposal of hazardous materials that could create a significant hazard to the public or the environment. The trail construction would not result in the removal of materials considered to be hazardous. Accordingly, impacts would be less than significant, and no mitigation measures are required.

**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? (Less Than Significant Impact)**

The proposed Project would not be a generator of hazardous materials. No significant hazardous materials would be stored or handled onsite associated with the construction and/or operational characteristics of the proposed Project. Construction equipment would operate on the Project site and limited temporary storage of hazardous materials (such as fuels, lubricants, and cleaning solutions) on the site may occur. Project construction would include short-term use of construction equipment that would produce emissions. Additionally, in relation to construction activities, the proper use and maintenance of equipment, along with the use of BMPs, greatly reduces the potential risk of spills and releases that can result in impacts to soil and/or groundwater. During operation, widely available cleaning and solvent products would be used to maintain the trail. Therefore, impacts related to the creation of significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment either during construction or operation would be less than significant, and no mitigation measures are required.

**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 existing or proposed schools within one-quarter mile from the Project site. The proposed Project which entails the construction of a multi-use trail would not emit hazardous emissions or involve hazardous or acutely hazardous materials, substances, or waste. Therefore, no impacts would result, and no mitigation measures are required.

**d) Would the Project be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (No Impact)**

The Project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5. Therefore, no impacts would result, and no mitigation measures are required.

**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)**



### 3 Impact Analysis

The proposed Project is located approximately 1.5 miles southwest of the Corona Municipal Airport. According to the Riverside County Airport Land Use Commission Plan (ALUCP), the airport is owned by the City of Corona and located on land owned by USACE. Per the ALUCP, most of the noise generated from the airport is over the Prado Dam. This area does not contain sensitive noise receptors (e.g., residences, schools). In addition, residential areas immediately to the east dictate that aircraft avoid straight-in landing approaches from that direction. The proposed Project is not part of an airport land use plan and would not result in excessive noise since the trail uses would be utilizing active transportation (e.g., bicycles and horses). Therefore, no impacts related to a safety hazard or excess noise for people residing or working in the area would result, and no mitigation measures are required.

**f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less Than Significant Impact)**

The proposed Project entails construction of a multi-use trail. During construction, vehicles will access the Project site via the Railroad Street (owned and operated by the City of Corona)/ Auto Center Drive (owned and operated by the County of Riverside but within the City of Corona Sphere of Influence) intersection. A review of the City of Corona's Local Hazard Mitigation Plan indicates that this roadway is not designated as an evacuation route. Similarly, a review of Riverside County documents did not identify the Project Area as part of an adopted emergency response or evacuation plan route. However, the proposed Project would be required to prepare a TMP (as a Condition of Approval during the Plan Check process) to address construction activities and potential impact to emergency services for both Riverside County and the City of Corona; therefore, impacts would be less than significant, and no mitigation measures are required.

**g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (No Impact)**

The Project site is comprised of developed (e.g., light industrial, dam) and undeveloped land (vegetation). According to CalFire's Fire Hazard Severity Zones (FHSZ) (2024) in Local Responsibility Areas (Corona) and the Governor's Office of Emergency Services (MyHazards), the Project site is not located in a designated FHSZ. Therefore, the proposed Project would not result in an impact related to exposing people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, and no mitigation measures are required.



**3.11 Hydrology and Water Quality**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?			X	
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			X	
i. result in substantial erosion or siltation on- or off-site;			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
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; or			X	
iv. impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	



### 3 Impact Analysis

**a) Would the Project violate any water quality standards or waste discharge requirements? (Less Than Significant Impact)**

The Project Area is under the jurisdiction of the Regional Water Quality Control Board (RWQCB) –Santa Ana Region, for issues related to ground and surface water quality. The Santa Ana Region includes cities and municipalities in Orange, Riverside, and San Bernardino Counties. Each of the nine Regional Boards within California is required to adopt a water quality control plan, or Basin Plan. Each Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state’s anti-degradation policy; (3) describes implementation programs to meet the objectives and protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

Construction activity includes any work associated with minor grading and construction of the Project site. This includes grubbing and clearance of the site, rough and final grading, utility relocation, and other activities required to construct the trail. Soil disturbance associated with construction activity has a low potential for sediment to be transported from the construction site into receiving waters (i.e., Temescal Wash and/or Santa Ana River) because the site is functionally isolated and is located within the Prado Basin and the potential receiving waters (i.e., Santa Ana River) source is channelized and not connected at this location. Similarly, other potential pollutants include metals and fuels from vehicles and heavy equipment would be isolated from receiving waters.

In accordance with National Pollutant Discharge Elimination System (NPDES) regulations, the State of California requires that any construction activity disturbing one acre or more of soil comply with the State General Construction Activity Storm Water Permit (Water Quality Order 99-08-DWQ). For sites exceeding one acre in soil disturbance, a site-specific Storm Water Pollution Prevention Plan (SWPPP) would need to be prepared and uploaded to the State Water Resources Control Board’s Stormwater Multiple Application and Report Tracking System.

The proposed Project is anticipated to disturb more than one acre. Nevertheless, the Project would be conditioned to implement BMPs during construction activities. The purpose of implementing BMPs is to prevent all construction pollutants from contacting storm water and to keep all erosion products from moving off-site into receiving waters.

Certain discharges of non-storm water, such as irrigation, pipe flushing and testing, are permitted, as long as they do not cause or contribute to a violation of any water quality standard; violate any provision of the General Permit; or require a non-storm water permit (such as those issued by the RWQCB-Santa Ana). Typical construction BMPs required by the NPDES permit and the pollutants they target are shown in Table 5: Typical Construction Best Management Practices. Due to the type of Project proposed and its characteristics (roadway improvements), not all of the typical construction BMPs identified in Table 5 are applicable to the Project (e.g., storm drain inlets).



**Table 5. Typical Construction Best Management Practices**

<b>Construction BMPs for Incorporation, Where Applicable, Into the SWPPP</b>	<b>Sediment</b>	<b>Nutrients</b>	<b>Pathogens</b>	<b>Pesticides</b>	<b>Metals</b>	<b>Other</b>
<b>Soil and slope stabilization</b> utilizing the appropriate combination of natural and synthetic mattings, geotextiles, mulches, and temporary and permanent seeding.	X	X			X	–
<b>Temporary desilting basins</b> constructed where necessary and consisting of ponds with outflow pipes designed to retain or detain run off sufficiently to allow sediment to settle.	X	X			X	–
<b>Storm drain inlet protection</b> utilizing an appropriate combination of barrier devices such as sandbags, straw rolls, hay bales, fiber rolls, gravel, silt fencing, screens, and temporary drain signs (raising awareness and limiting construction wastes from entering the storm drain system).	X	X			X	Trash
<b>Energy dissipation devices</b> installed where necessary and consisting of physical devices such as rock, riprap, and concrete rubble intended to prevent scour of downstream areas.	X	X			X	–
<b>Onsite dust control and street sweeping</b> employed when and where necessary, paying close attention to paved areas and areas susceptible to wind erosion (such as soil stockpiles).	X	X			X	Trash
<b>Stabilized construction entrance</b> consisting of pads of aggregate and located where traffic enters public rights-of-way; when and where necessary, wash racks or tire rinsing may be employed (tire rinse waters being directed through onsite sediment control devices).	X				X	–
<b>Diversion structures</b> consisting of devices such as silt fencing, temporary or permanent channels, V ditches, earthen dikes, downdrains, straw bales, and sandbag check dams should be utilized where necessary to divert storm water flows from disturbed areas.	X				X	Trash



## 3 Impact Analysis

<b>Construction BMPs for Incorporation, Where Applicable, Into the SWPPP</b>	<b>Sediment</b>	<b>Nutrients</b>	<b>Pathogens</b>	<b>Pesticides</b>	<b>Metals</b>	<b>Other</b>
<b>Adherence to Groundwater Extraction Permit</b> by conducting required testing, monitoring, and discharge provisions for activities, including dewatering and foundation dewatering.	X				X	–
<b>Construction housekeeping practices</b> consisting of practices such as barricading catch basins and manholes during paving activities; utilizing plastic sheeting, secondary containment, or bermed areas for construction materials when necessary; removing construction debris in a timely fashion; designating and lining concrete washout areas; and berming or locating sanitary facilities away from paved areas.	X		X		X	Trash
<b>Fertilizer, pesticide, and soil amendment management</b> , including t over applying such materials.		X		X		–

Source: California Storm Water BMP Handbooks (2003)



Pollutants associated with the proposed Project could include sediments (soil disturbance), nutrients (fertilizers, eroded soils), metals (vehicles), oil, and grease (vehicles).

For post-construction activities, the proposed Project would be subject to the Waste Discharge Requirements for Municipal Separate Storm Sewer Systems (MS4) Permit. The County of is a principal permittee under the RWQCB-Santa Ana Order Number Order No. R8-2010-0033, issued on January 29, 2010, which establishes MS4 requirements. The proposed Project would be required to adhere to these requirements during operation and maintenance.

Because the proposed Project would be required to adhere to standard measures to protect water quality and waste discharge requirements for pre- and post-construction activities, impacts would be less than significant, and no mitigation measures are required.

**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 Project site is located on undeveloped land, and most of the subject property would remain undeveloped after implementation of the proposed Project, excepting the trail segments containing hardscape surfaces. However, the slopes of the trail would be pervious, comprised of compacted soil and revegetated with native plant species. As such, the overall amounts of impervious surfaces, both existing and proposed, would largely remain the same and would not change substantially, such that a considerably measurable difference would occur. Construction activities would also not require dewatering. As such, the proposed Project would not impact groundwater supplies or interfere with groundwater recharge since only a minor portion of the trail would include impervious surfaces and the remaining areas (slopes) would allow for continued groundwater recharge. Therefore, the proposed Project would result in less than significant impacts to groundwater, and no mitigation measures are required.

**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 (Less Than Significant Impact):**

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

The proposed Project would not result in a significant change to the drainage pattern of the Project site and does not cross existing ephemeral drainages and therefore, culverts are not needed to maintain flows. The existing contours would largely remain the same, and the overall amount of impervious surfaces would be about the same in the area. The proposed Project would not involve the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation onsite or off-site. The proposed Project is designed to follow the natural contours and slopes of the Project site, to the extent practicable. Therefore, the proposed Project would result in less than significant impacts related to erosion or siltation onsite or off-site, and no mitigation measures are required.





### 3 Impact Analysis

**ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Once constructed, surface runoff from the trail would be directed to existing improvements (e.g., culverts, basins) designed to capture and convey these flows. These improvements are adequately sized to capture and convey the projected stormflows and would not result in flooding either on- or off-site. The proposed Project would not alter the course of a stream or a river. Therefore, the proposed Project would result in less than significant impacts, and no mitigation measures are required.

**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?**

Refer to responses a) and c) (ii), above. Therefore, Project impacts associated with runoff would be less than significant, and no mitigation measures are required.

**iv. impede or redirect flood flows?**

Refer to responses a) and c) (ii), above. Therefore, Project impacts associated with impeding or redirecting flood flows would be less than significant, and no mitigation measures are required.

**d) In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to Project inundation? (Less Than Significant Impact)**

The proposed Project is located within the Prado Dam, a flood risk management project constructed, owned, and operated by the USACE, Los Angeles District. The USACE has and/or is currently making improvements to the dam to reduce the potential risk of inundation to downstream areas, based upon its Dam Safety standards. Moreover, according to the California Department of Water Resources, Division of Safety of Dams' Dam Breach Inundation Map Web Publisher, the proposed Project is not located in an area identified as a dam breach inundation area. The proposed Project itself does not expose people or structures to a significant risk involving flooding, or flooding, as a result of the failure of a levee or dam since it entails construction of a trail and does not include permanent habitable structures. Additionally, the County of Riverside and City of Corona have emergency procedures in the event of a major disaster event (e.g., flooding, earthquake, evacuation plans).

The Project site is located approximately 25 miles from the Pacific Ocean. According to the CDC Orange County Tsunami Hazard Areas, the Project site would not experience impacts associated with inundation by tsunami. A review of maps maintained by the California Office of Emergency Services indicates that the Project site is not located in a seiche zone. Therefore, impacts associated with inundation by flood hazard, tsunami, or seiche would be less than significant, and no mitigation measures are required.



**e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less Than Significant Impact)**

The proposed Project would be required to comply with all existing requirements regarding water quality. In addition, as noted in response b), above, the proposed Project would result in less than significant impacts related to groundwater recharge. Therefore, impacts related to obstructing the implementation of a water quality control plan or groundwater management plan would be less than significant, and no mitigation measures are required.



## 3 Impact Analysis

**3.12 Land Use and Planning**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Physically divide an established community?				X
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?			X	

**a) Would the Project physically divide an established community? (No Impact)**

The proposed Project entails construction of a trail within the Prado Dam and adjacent City of Corona area designated for Open Space General by its General Plan. There are no established communities within the Project site. No impacts would result, and no mitigation measures are required.

**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? (Less Than Significant Impact)**

A consistency analysis with the County of Riverside General Plan is presented below in Table 6: County of Riverside General Plan Consistency Analysis.



**Table 6. County of Riverside General Plan Consistency Analysis**

Goal and/or Policy	Consistency Determination
Land Use Element	
LU-11.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	<b>Consistent:</b> The proposed Project would construct a Class 1 multipurpose trail and would be accessible to adjacent communities in the City of Corona and greater Riverside, San Bernardino, and Orange counties. It would also offer options to the automobile and encourage the use of active transportation (e.g., bicycles, walking).
LU-11.5: Ensure that all new developments reduce GHG emissions as prescribed in the Air Quality Element and Climate Action Plan.	<b>Consistent:</b> As noted in Section 3.9 (Greenhouse Gas Emissions) of this IS/MND, the analysis of GHG determined that impacts would be less than significant and would not have a significant impact on the environment or conflict with an applicable plan, policy, or regulation of an agency adopted for the purposes of reducing GHG.
LU-14.2: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. (AI 33, 41).	<b>Consistent:</b> As noted in Section 3.2 (Aesthetics) of this IS/MND, the proposed Project is located immediately adjacent to two Caltrans designated scenic highways (SR-71 and SR-91), although elevational differences, including large earthen berms (up to 80 feet high) that parallel the roadway do not generally allow views onto the trail area. However, pedestrians, bicyclists, and equestrians would have periodic expansive views of the surrounding landscape and mountains.
LU-15.9: Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (AI 3).	<b>Consistent:</b> As noted in Section 3.10 (Hazards and Hazardous Materials) of this IS/MND, Phase 3B is located approximately 1.5 miles southwest of the Corona Municipal Airport. The trail would not encroach upon or adversely affect the use of navigable airspace at the airport.



## 3 Impact Analysis

Goal and/or Policy	Consistency Determination
<b>Circulation Element</b>	
C-15.3: Develop a trail system which connects Riverside County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems), and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length.	<b>Consistent:</b> The proposed Project is part of a long-planned, multi-county trail system extending from San Bernardino County to the Pacific Ocean in Orange County. SART 3B would be located within Prado Dam, an area designated as Open Space. Per ADA requirements, the trail sections would not contain slopes greater than five percent.
C-15.5: Compliance with the ADA standards will be assured so as to make trails user-friendly, as much as reasonably feasible.	<b>Consistent:</b> As noted in Section 2.2 (Project Background and History) of this IS/MND, all trail segments would be constructed in accordance with ADA standards and would not contain slopes greater than 5 percent.
C-17.1: Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combination Trails) as shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, adopted Riverside County Design Guidelines (for communities that have them), the Riverside County Regional Park and Open-Space Trails Standards Manual, and other Riverside County Guidelines. (AI 34, 41).	<b>Consistent:</b> The proposed Project is shown on the County's Trail Plan and would be constructed to design standards as outlined in the Caltrans Highway Design Manual.
<b>Multipurpose Open Space Element</b>	
OS-5.5: Preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Prohibit fencing that constricts flow across watercourses and their banks. Incentives shall be utilized to the maximum extent possible. (AI 25, 60).	<b>Consistent:</b> As noted in Section 3.5 (Biological Resources) of this IS/MND, the proposed Project would not require crossing or modifying natural watercourses to construct the trail. However, both temporary (3.14 acres) and permanent (8.21 acres) impacts to riparian/riverine vegetation communities and CSS would result. To address these impacts, Mitigation Measure BIO-7 Revegetation has been identified to reduce impacts to less than significant with mitigation.
OS-5.6: Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas. (AI 60, 61).	<b>Consistent:</b> As noted in Section 3.5 (Biological Resources) of this IS/MND, the proposed Project would result in temporary and permanent impacts related to both upland and wetland habitats. However, these impacts would be addressed through Mitigation Measures BIO-7 Revegetation.



Goal and/or Policy	Consistency Determination
OS-6.1: During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands. (AI 3).	<b>Consistent:</b> As noted in Section 3.5 (Biological Resources), there would be no impacts related to jurisdictional drainages; therefore, a Clean Water Act Section 404 permit would not be required.
OS-17.3: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when developing transportation or other infrastructure projects that have been designated as covered activities in the applicable MSHCP.	<b>Consistent:</b> As noted in Section 3.5 (Biological Resources) of this IS/MND, a portion of the proposed Project is located with the WRCMSHCP. The proposed Project falls within Criteria Cell 1616. Impacts to resources covered by the WRMSHCP would be less than significant with the mitigation measures, standard BMP, provisions and guidelines, and proposed mitigation ratios.
OS-18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's and through implementing related Riverside County policies.	<b>Consistent:</b> See response immediately above.
OS-18.3: Prohibit the planting or introduction of invasive, non-native species to watercourses, their banks, riparian areas, or buffering setbacks.	<b>Consistent:</b> As noted in Section 3.5 (Biological Resources) of this IS/MND, the proposed Project would result in temporary and permanent impacts related to both upland and wetland habitats. However, these impacts would be addressed through Mitigation Measures BIO-7 Revegetation (see Appendix C of this IS/MND).
<b>Air Quality Element</b>	
AQ-20.1: Reduce vehicle miles traveled (VMT) by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments. (AI 47, 53, 146).	<b>Consistent:</b> As noted in Section 3.18 (Transportation) of this IS/MND, the proposed Project was determined to have no impact related to VMT. Moreover, the construction of the trail would improve connectivity between adjacent residential uses and would encourage area and regional residents to engage in the use of active transportation (e.g., bicycle riding, walking).



### 3 Impact Analysis

Goal and/or Policy	Consistency Determination
<b>Healthy Communities Element</b>	
HC-2.2: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: (AI 139, 140).	<b>Consistent:</b> The proposed Project is an active transportation facility and is anticipated to encourage bicycle riding and walking.
HC-6.4: Ensure that regional trail plans are implemented at the Area Plan and Specific Plan level.	<b>Consistent:</b> The proposed Project is noted in the County's General Plan, Circulation Element and would assist in implementing goals and policies related to regional trail planning, development, and implementation.
HC-10.1: Provide residents of all ages and income levels with convenient and safe opportunities for recreation and physical activities.	<b>Consistent:</b> The proposed Project would be accessible to all local and regional residents and would not require fees or other costs to access the trail. Park Rangers would monitor the area regularly to ensure that users are safe. The trail is anticipated to encourage active transportation (e.g., bicycle riding, walking).

Source: Stantec 2024

Based upon the analysis above, it is not anticipated that the proposed Project would result in any significant impacts due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant, and no mitigation measures are required.



### 3.13 Mineral Resources

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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?				X
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?				X

**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)**

The Project site is not located within a known and/or designated mineral resources area, per the CDC's CGS. Therefore, no loss of availability of known mineral resources would result, and no mitigation measures are required.

**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)**

Neither the CDC's CGS nor County of Riverside General Plan delineate any locally important mineral resource at the Project site. Therefore, the proposed Project would not result in any significant impacts to a locally important mineral resource. Therefore, no impacts would result, and no mitigation measures are required.





## 3 Impact Analysis

**3.14 Noise**

<b>Would the Project result in:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?			X	

- a) Would the Project result in exposure of persons to or generation of temporary or permanent noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less Than Significant)**

**3.14.1 Short-Term Construction Noise**

Noise impacts from the Proposed Action will be primarily driven by short-term construction activities. Heavy equipment such as front-end loaders, rollers, and excavators would operate during initial construction of the trail. Haul trucks would enter and exit the Project boundaries at designated locations. Overall, general construction may cause an increase in noise generated within and near the immediate proximity of the Project site.

To approximate noise levels resulting from the short-term construction of the Project, the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) (2024) was used. The RCNM is used as the FHWA's national standard for predicting noise generated from construction. The RCNM analysis includes the calculation of noise levels at a defined distance for a variety of construction



equipment. The spreadsheet inputs include acoustical use factors and distance to receptors and calculates the expected  $L_{max}^1$  and  $Leq^2$  values at a selected receptor.

The Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual offers guidelines for the limits of construction noise in Section 7 “Noise and Vibration During Construction”. Section 7 in the manual states “While it is not the purpose of this manual to specify standardized criteria for construction noise impact, the following guidelines can be considered reasonable criteria for assessment. If these criteria are exceeded, there may be adverse community reaction.” Table 7-3 in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual lists a criterion of 80 dB(A)  $Leq$  for construction noise received at residential properties during daytime hours.

**Table 7. Detailed Analysis Construction Noise Criteria**

Land Use	$Leq, \text{equip}(8\text{hr}), \text{ dBA}$ Day	$Leq, \text{equip}(8\text{hr}), \text{ dBA}$ Night	$L_{dn}, \text{equip}(30\text{day}), \text{ dBA}$ 30-day Average
Residential	80	70	75
Commercial	85	85	80*
Industrial	90	90	85*

\* Use a 24-hour  $Leq(24\text{h})$  instead of  $L_{dn}, \text{equip}(30\text{day})$

As stated above, heavy equipment such as front-end loaders, rollers, and excavators, and haul trucks would be used for the construction of the Project. The closest residential area in proximity to the Project is south of SR-91 and is located approximately 750 feet away in direct line. Assuming a worst case with the three pieces of heavy equipment and a haul truck operating 700 feet from the residential area, the RCNM model predicts the total noise level would be 57.8 dBA  $Leq$  for the combined noise signature of the equipment, which is well below the FTA daytime construction noise criterion. As noted in Section 3.5 (Biological Resources), noise impact to LBV and CAGN would be potentially significant provided levels exceeded 60 decibels without mitigation incorporated. To address this, mitigation measure BIO-4 Biological Monitoring During Construction was developed to address potential noise impacts to these species. Additional mitigation measures, such as BIO-1 LBV, CAGN, and Nesting Birds, BIO-3 Wildlife Education Program, and BIO-4 Biological Monitoring During Construction would assist in reducing noise-related impacts to these two species. With the implementation of these mitigation measures, potentially significant impacts to LBV and CAGN would be reduced to less than significant.

Sound levels for the residential area closest to the Project Area are influenced by traffic along SR-91, the industrial area adjacent to the Project Area to the east, the Corona Municipal Airport, and the West Corona Metrolink rail line. Therefore, noise from construction activities may not be distinguishable from ambient levels.

<sup>1</sup> The  $L_{max}$ , or Maximum Sound Level, descriptor is the highest sound level measured during a single noise event (such as a vehicle pass by), in which the sound level changes value as time goes on. The maximum sound level is important in judging the interference caused by a noise event with common activities. Available online at: [fhwaep17053.pdf \(dot.gov\)](https://www.fhwa.gov/publications/technical/17053.pdf), accessed March 2023.

<sup>2</sup>  $Leq$ , or Time-Equivalent Sound Level, is a measure of sound energy. Available online at: [fhwaep17053.pdf \(dot.gov\)](https://www.fhwa.gov/publications/technical/17053.pdf). Accessed July, 2021.



## 3 Impact Analysis

Additionally, noise impacts would be temporary in nature and would follow the time restrictions in Riverside County Ordinance No. 847 “Regulating Noise”, Section 2 “Exemptions”, Subparagraph (i) ([ords-800-847.pdf](https://ords-800-847.pdf) ([rivcocob.org](http://rivcocob.org))) which exempts construction noise between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between 7:00 a.m. and 6:00 p.m. during the months of October through May.

Therefore, noise from the construction of the Project would a less than significant impact on the surrounding community and no mitigation measures are required.

### 3.14.2 Long-Term Operational Noise

Once construction is complete, noise levels will return to pre-construction levels. Therefore, impacts due to operational noise of the Project are less than significant and no mitigation measures are required.

**b) Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Less Than Significant Impact)**

Table 8 “Vibration Source Levels for Construction Equipment” in the 2018 FTA Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123 September 2018) lists vibration source levels at 25 feet for the construction equipment most likely to generate high levels of ground vibration. The equipment listed in the FTA table includes impact and sonic pile drivers, clam shovel drops, hydromills, vibratory rollers, hoe rams, large and small bulldozers, caisson drilling, loaded trucks, and jackhammers.

During construction of the proposed Project, equipment such as trucks and rollers may be used as close as 700 feet from the nearest sensitive receptors south of SR-91. Equipment used during Project construction could generate vibration levels between 0.0005 Peak Particle Velocity (PPV) and 0.0014 PPV at 700 feet as calculated using the FTA equations. Table N-3 “Human Reaction to Typical Vibration Levels” in the County of Riverside General Plan<sup>3</sup> lists ranges of vibration levels and the correlating human reaction to them:

**Table N-3: Human Reaction to Typical Vibration Levels**

<b>Vibration Level PPV (inches per second)</b>	<b>Human Reaction</b>
0.0059 to 0.0188	Threshold of perception, possibility of intrusion
0.0787	Vibrations readily perceptible
0.0984	Continuous vibration begins to annoy people
0.1968	Vibrations annoying to people in buildings
0.3937 to 0.5905	Vibrations considered unpleasant when continuously subjected and unacceptable by some walking on bridges

Source: Caltrans 2020

<sup>3</sup> [Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch07-Noise-120815.pdf](https://portals-14-genplan-general-Plan-2017-elements-OCT17-Ch07-Noise-120815.pdf) ([rctlma.org](http://rctlma.org)). Accessed February 2024.



As noted in Table 8: Vibration Source Levels for Construction Equipment and Impact Analysis, all calculated groundborne vibration levels are expected to be below the threshold of human perception as listed in Table N-3. Groundborne vibration would also be well below the FTA threshold of potential building damage for residential structures of 0.30 PPV.

**Table 8. Vibration Source Levels for Construction Equipment and Impact Analysis**

Type of Equipment	FTA Source Peak Particle Velocity at 25 Feet	Calculated Peak Particle Velocity at 450 Feet	Threshold at Which Human Annoyance Could Occur	Potential for Proposed Project to Exceed Threshold
Vibratory Roller	0.210	0.0027	0.0059	None
Loaded Trucks	0.076	0.001	0.0059	None

Source: County of Riverside 2018

Construction activities would be temporary in nature and would likely occur during normal daytime working hours. Groundborne vibration generated by the Project would be well below thresholds for both human annoyance and building damage. Therefore, groundborne vibration generated from the Project would have a less than significant impact on the surrounding community and no mitigation measures are required.

- 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? (Less Than Significant Impact)**

The Project Area would be located as close as about 1.5 miles southwest of the runway at Corona Municipal Airport. According to noise contours for the airport contained within the County of Riverside General Plan, no portions of the Project Area would be located within the 55-60 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) contour for the airport. However, noise generated from aircraft activity may be audible on sections of the trail closest to the airport runway but should not be a detriment for the use of the amenity. Table N-1 “Land Use Compatibility for Community Noise Exposure” in Chapter 7 “Noise Element” in the County of Riverside General Plan lists noise levels between 50 dB(A) CNEL and 70 dB(A) CNEL as being “Normally Acceptable” for playgrounds and neighborhood parks. Therefore, the airport would have a less than significant impact on the users of the trail, and no mitigation measures are required.



## 3 Impact Analysis

**3.15 Population and Housing**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) 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)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere				X

**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 consists of construction of a trail within the existing Prado Dam and adjacent City of Corona. The Project site is in an area primarily comprised of open space and urban development where infrastructure exists. No significant new infrastructure would be required for the proposed Project and no new homes or businesses are proposed. The Project would not induce substantial population growth in the area, either directly or indirectly, beyond that already contemplated per the County of Riverside General Plan, City of Corona General Plan, and state population/housing projections. Therefore, no impact would result, and no mitigation measures are required.

**b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)**

The proposed Project does not involve elimination of any existing housing. The Project site is undeveloped, except for USACE facilities (e.g., Prado Dam) and unimproved access roads. The proposed Project would not displace any existing housing. Therefore, no impacts would result, and no mitigation measures are required.



### 3.16 Public Services

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	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:				
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?				X
iv. Parks?				X
v. Other public facilities				X

- a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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?**

Public services are already being provided to the Project site to support the USACE's Prado Dam facilities. It is not anticipated that the proposed Project would result in substantial adverse impacts to public services, because it is already being serviced by these public services. The construction of the trail would not increase the need for these services because it does not entail the provision of housing or businesses, which are normally associated with these types of services.

**i. Fire protection? (Less Than Significant Impact)**

Riverside County Fire (RCF) provides fire protection and emergency response services for the County of Riverside, including Prado Dam. The City of Corona Fire Department (CCFD) provides fire protection and emergency services within the City. Response times to the Project site are dependent on various factors. Response time is generally five minutes or less for most jurisdictions in Riverside County. Emergency calls receive the quickest response times with alarm calls and non-emergency calls having longer response times, respectively. The availability of personnel and extenuating circumstances may further affect response times. The closest RCF fire station (Fire Station No: 14) to the site (approximately 2.0 miles) is located at 1511 Hamner Avenue, Norco, California 92860. The CCFD stations serving the Project site include Station #2, located at 225 E Harrison Street and 790 S. Smith Avenue.



### 3 Impact Analysis

The proposed Project includes construction of a trail within an area that is already served by the RCF and CCFD. Due to the Project characteristics and considering that the proposed Project does not propose the construction of housing or businesses, resulting in less than significant impacts relative to fire protection services and/or facilities, and no mitigation measures are required.

#### **ii. Police protection? (Less Than Significant Impact)**

Law enforcement services are provided by the Riverside County Sheriff's Department (RCSD) and City of Corona Police Department (CCPD). The RCSD's Lake Mathews Station is located at 9 Latitude Way, Corona, California 92881. The CCPD is located at 730 Public Safety Way, Corona, California 92880. These stations are located approximately 7.0 miles and 3.0 miles respectively, from the Project site. The Project site is largely undeveloped, excepting USACE facilities associated with Prado Dam which are currently served by these two law enforcement agencies. Because the proposed Project includes the construction of a trail and does not propose housing or businesses, the demand for these services would be minor and incidental. Therefore, less than significant impacts associated with police protection are anticipated, and no mitigation measures are required.

#### **iii. Schools? (No Impact)**

The Project site is in the Corona-Norco Unified School District (CNUSD) boundaries. Due to the Project characteristics (trail construction), the proposed Project would not result in any increased generation of students that could impact enrollment at CNUSD schools. Therefore, the proposed Project would not result in any significant impacts to schools, and no mitigation measures are required.

#### **iv. Parks (No Impact)**

The proposed Project would not pass by the City of Corona's Butterfield Park or Stagecoach Park nor be located within their boundaries. The proposed Project would not impede public access to existing park and open space areas. Due to the nature of the proposed use (trail construction), the proposed Project is not anticipated to result in any significant impacts to existing neighborhood, regional parks, or recreational facilities, and no mitigation measures are required.

#### **v. Other public facilities? (No Impact)**

The Project site is largely undeveloped except for facilities associated with the USACE's Prado Dam. The proposed Project would provide a new trail facility. Project development would not result in any significant impacts to public facilities. Public facilities already occur within and adjacent to the Project Area, such as existing recreational areas, public transportation, utilities, and public services. Therefore, no significant impacts relative to other public facilities would result, and no mitigation measures are required.



**3.17 Recreation**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?				X
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.		X		

**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? (No Impact)**

The Project itself would not generate residents (or increase the population), and therefore, create a resulting demand for parks and recreational facilities. The Project proposes trail construction. The proposed Project would not result in any potential significant increases in demand for the use of existing recreation facilities. Therefore, no impacts would result, and no mitigation measures are required.

**b) Does the Project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment? (Less than Significant with Mitigation Incorporated)**

The proposed Project entails trail construction and is considered a recreational facility. It would include the construction or expansion of recreational facilities but would not result in use by visitors or residents that would result in adverse physical effects on the environment, after the implementation of mitigation measures. As noted in Section 3.5 (Biological Resources), Section 3.6 (Cultural Resources), and Section 3.8 (Geology and Soils), the proposed Project was determined to result in less than significant impacts with mitigation.





## 3 Impact Analysis

**3.18 Transportation**

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

**a) Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (Less Than Significant Impact)**

The proposed Project is part of a multi-county regional trail facility extending from San Bernardino County to the Pacific Ocean in Orange County. The proposed Project would include the construction of three needed trail sections of the SART (see Section 2.3, Project Characteristics). These improvements are consistent with the Riverside County General Plan (see Section 3.12, Land Use and Planning). Therefore, impacts would be less than significant, and no mitigation is required.

**b) Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? (No Impact)**

The proposed Project is intended to improve active transportation (e.g., human-powered mobility, such as biking, walking, or rolling) by constructing a new trail segment which is part of the multi-county regional trail facility associated with the SART. Given these proposed improvements and enhancements, per CEQA Guidelines Section 15064.3 subdivision (b)(2), projects that do not increase VMT should be presumed to cause a less than significant impact. Guidance provided by the Governor's Office of Planning and Research (OPR) states that transportation projects should be analyzed on the basis of VMT increases from induced travel, but that "rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets," including "assets that serve bicycle and pedestrian facilities," which do not add additional motor vehicle capacity, generally do not require an induced travel analysis. The OPR guidance further states that "active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation." Since



the Project consists of trail construction, and is not expected to induce additional vehicle trips, it is presumed the Project would have no impact relative to CEQA Guidelines Section 15064.3 subdivision (b), and no mitigation measures are required.

**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)? (No Impact)**

The proposed Project does not include permanent use of a County of Riverside or City of Corona maintained roadway. The proposed Project would be constructed in accordance with all applicable Caltrans, and Riverside County design guidelines; therefore, the proposed Project would not substantially increase hazards due to a geometric design feature. The Project, as proposed, would not result in any impacts relative to design features or incompatible uses, and no mitigation measures are required.

**d) Would the Project result in inadequate emergency access? (Less Than Significant Impact)**

The proposed Project does not result in any type of development or action that would result in inadequate emergency access. The proposed Project proposes trail construction. A review of the County of Riverside General Plan and City of Corona General Plan did not identify any portions of the trail segments, which cross or utilize area roadways as designated evacuation route and as such, would not affect emergency access. In addition, a TMP would be implemented during construction to ensure access along all local roadways utilized for Project construction are maintained. Therefore, the proposed Project would result in less than significant impacts to emergency access, and no mitigation measures are required.



## 3 Impact Analysis

**3.19 Tribal Cultural Resources**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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:				X
i. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or				X
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 I of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision(c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.				X

AB 52, which became law on January 1, 2015, provides for consultation with California Native American Tribes during the CEQA environmental review process, and equates significant impacts to “tribal cultural resources” with significant environmental impacts.

The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. If a project is determined to result in a significant impact on an identified tribal cultural resource, the consultation process must occur and conclude prior to adoption of a Negative Declaration or MND, or certification of an EIR (Public Resource Code Sections 21080.3.1, 21080.3.2, 21082.3).



### 3.19.1 Tribal Outreach

As discussed in Section 3.6 (Cultural Resources) of this IS/MND, there are no recorded Native American precontact or historic-period tribal cultural resources at the Project site. The Project site has been previously developed, and it is reasonable to conclude that the soils of the site have experienced some disturbance, which could further reduce the likelihood of encountering intact buried precontact and tribal cultural resources. However, the potential for encountering a tribal cultural resource cannot be ruled out.

Riverside County Regional Park and Open-Space District has completed tribal consultation for this Project pursuant to Public Resources Code Section 21080.3. Native American consultation included a request for a sacred lands search from the NAHC and formal outreach to tribes that may be traditionally and culturally affiliated with the geographic area of the Project.

In response to the sacred lands search request, the NAHC responded via letter on May 27, 2021, that the results were “negative.” A list of tribes who may have additional information regarding tribal cultural resources at the Project site and their contact information was provided by the NAHC. To identify potential impacts to tribal cultural resources, Riverside County Regional Park and Open-Space District contacted 22 tribes and tribal representatives on June 3, 2021, to request information and invite interested tribes to consult regarding potential impacts. On July 1, 2021, Parks received a request for tribal consultation from Brandy Salas, Administrative Specialist, Gabrieleño Band of Mission Indians–Kizh Nation.

Additional correspondence was received on June 28, 2021, from Cheryl Madrigal, Tribal Historic Preservation Officer, Cultural Resources Manager of the Rincon Band of Luiseño Indians. In her correspondence, she noted the Tribe does not have knowledge of cultural resources within the proposed Project Area. However, this does not mean that none exist. The general area of Temescal Wash is culturally sensitive, and they recommend that an archaeological record search be conducted and asked that a copy of the results be provided to the Rincon Band. No formal request for consultation was noted.

On July 2, 2021, Riverside County Regional Park and Open-Space District received correspondence from Arysa Gonzalez Romero, Historic Preservation Technician, Agua Caliente Band of Cahuilla Indians, Tribal Historic Preservation Office indicating records check of the Tribal Historic preservation office’s cultural registry revealed that the proposed Project is not located within the Tribe’s Traditional Use Area. Therefore, they deferred to the other tribes in the area. Their letter also stated their consultation efforts were, therefore, concluded.

- 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, that is:**

- i. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or (No Impact)**

Based upon the analysis and information contained in Section 3.19.1 (Tribal Outreach) and results from the NAHC and local tribes, no impacts would result, and no mitigation measures are required.



3 Impact Analysis

- 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe. (No Impact)**

Consultation with Gabrieleño Band of Mission Indians–Kizh Nation did not identify tribal cultural resources at the Project site. As noted in Section 3.6 (Cultural Resources), Mitigation Measure CUL-1 Cultural Materials Discovered during Construction, addresses the inadvertent discovery of cultural resources during ground disturbance and provides recommendations for the treatment of impacts to the resource. Tribal consultation has concluded for the Project, and no mitigation measures are proposed. No impacts to tribal cultural resources are anticipated and no mitigation measures are required.



**3.20 Utilities and Service Systems**

<b>Would the Project:</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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?				X
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) 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?				X
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

**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? (No Impact)**

The proposed Project entails trail construction. It does not include the construction of residential or commercial uses, thereby requiring the construction or expansion of water, wastewater treatment, electric power, natural gas or communication facilities to serve these uses. The proposed Project would not require the relocation of utilities currently located within the Project site. Therefore, no impacts would result, and no mitigation measures are required.



### 3 Impact Analysis

- 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 proposed Project entails trail construction. It does not include the construction of residential or commercial uses, thereby requiring substantial water supplies. The slopes of the trail would be landscaped with native plants, which are adapted to the area's climate. No watering is proposed. Therefore, impacts would be less than significant impact, and no mitigation measures are required.

- 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? (No Impact)**

The proposed Project entails trail construction. It does not include the construction of residential or commercial uses, and as such, would not generate wastewater. Therefore, no impact would occur, and no mitigation measures are required.

- 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 Riverside County Department of Waste Resources operates five landfills that serve Riverside County residents. The closest County-operated landfill to the Project site is Badlands, located at 31125 Ironwood Avenue, Moreno Valley, CA 92555. The landfill is located approximately 30 miles east of the Project site. The permitted maximum tonnage is 5,000 tons per day and the landfill's design capacity is 82.3 million cubic yards and is scheduled to close in 2059. During construction, the proposed Project would generate solid waste associated with trail and landscaping installation. There are also additional construction-related materials that would generate solid waste. The amount of waste generated during construction would be minor and would not be beyond the capacity of local landfills. In addition, the proposed Project would be required to adhere to local and state construction-related debris recycling and waste diversion and disposal requirements as part of permit approvals. These requirements would assist in reducing the amount of construction-related solid waste being transported to area landfills. During operation, incidental waste (e.g., litter) would be picked up and disposed of regularly, per County of Riverside requirements. Therefore, impacts would be less than significant impact, and no mitigation measures are required.

- e) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (No Impact)**

See response to Environmental Issue d) above. The Project would comply with all federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, no impact would result, and no mitigation measures are required.



### 3.21 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 Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
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?				X

**a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan? (No Impact)**

The proposed Project does not result in any type of development or action that would result in inadequate emergency access related to wildfire. The proposed Project proposes trail construction. According to CalFire's FHSZ in Local Responsibility Areas (Corona) and the Governor's Office of Emergency Services (MyHazards), the Project site is not located in a designated FHSZ. A review of the County of Riverside General Plan and City of Corona General Plan did not identify any portions of the trail segments, which cross or utilize area roadways as designated evacuation route and as such, would not affect emergency access. In addition, a TMP would be implemented during construction to ensure access along all local roadways utilized for Project construction are maintained. Therefore, no impacts would result, and no mitigation measures are required.





### 3 Impact Analysis

- b) Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (No Impact)**

Refer to response of Environmental Issue a) above. Therefore, no impacts would result, and no mitigation measures are required.

- c) Would the Project 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? (No Impact)**

Refer to response of Environmental Issue a) above. Therefore, no impacts would result, and no mitigation measures are required.

- d) Would the Project 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? (No Impact)**

Refer to response of Environmental Issue a) above. Therefore, no impacts would result, and no mitigation measures are required.



**3.22 Mandatory Findings of Significance**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the Project have the potential to substantially 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, substantially 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?		X		
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)?			X	
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

- 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 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? (Less Than Significant with Mitigation Incorporated)**

The analysis contained within Section 3.5 (Biological Resources) indicated that one special-status plant species was present (paniculate tarplant). In addition, there are special-status wildlife species and include LBV and CAGN. The Project site is also part of the WRCMSHCP and is designated as Critical Habitat by the USFWS for the LBV and CAGN. There are also sensitive habitats (i.e., CSS) that would be removed to construct the trail. Mitigation Measures BIO-1 through BIO-7 would reduce these impacts to less than significant. The analysis contained in Section 3.6 (Cultural Resources) indicated that there are three historic-period cultural resources intersect with the Project site. However, these resources would not be directly affected by the



### 3 Impact Analysis

proposed Project as the proposed trail alignment avoids them entirely or they have since been demolished. The Project site was also investigated for archaeological resources, although none were identified. Although the potential for identifying archaeological historical resources during Project ground disturbance is low, the presence of such resources cannot be entirely discounted. As such, Mitigation Measure CUL-1 was identified and would reduce impacts to less than significant. Section 3.8 (Geology and Soils) indicated that one geological unit contained in the Project Area has a low-to-high paleontological potential, increasing with depth. Because the proposed Project will require some soil disturbance, impacts to potential paleontological resources is considered potentially significant. However, with the implementation of Mitigation Measures GEO-1 through GEO-4 these impacts would be reduced to less than significant levels. As noted in Section 3.17 (Recreation), the proposed Project was determined to result in adverse physical impacts on the environment but would be mitigated to less than significant levels with the mitigation measures noted above. Therefore, impacts related to recreation would be less than significant with the implementation of mitigation measures noted above.

Based upon the information noted above and within the IS/MND, the proposed Project would result in less than significant impacts with mitigation incorporated.

**b) Does the Project have impacts that are individually limited, but cumulatively considerable? (Less Than Significant Impact)**

A significant impact may occur if the Project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. When considering the proposed Project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the Project site, the proposed Project does not have the potential to cause impacts that are cumulatively considerable. As discussed in Sections 3.1 through 3.21 of this IS/MND, no environmental effects were identified as having any potentially significant impacts after mitigation measures were incorporated. As such, no environmental factors or effects were found to cause a substantial adverse effect on human beings, either directly or indirectly. Therefore, impacts would be less than significant, and no mitigation measures are required beyond those already identified in the IS/MND.

**c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Less Than Significant Impact)**

The proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures identified in Sections Section 3.5 (Biological Resources), Section 3.6 (Cultural Resources), Section 3.8 (Geology and Soils), and Section 3.17 (Recreation). Therefore, the impact would be less than significant with mitigation.



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# **APPENDIX A**

## **Mitigation Monitoring and Reporting Program**



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# **APPENDIX B**

## **Air Quality and Greenhouse Gas Emissions Study**



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# **APPENDIX C**

## **Biological Resources Technical Report**



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# **APPENDIX D**

## **Paleontological Resources Assessment**



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