



1. **Project Title:** Steele Peak Inaugural Trail
2. **Hearing Date:** (TBD)
3. **Lead Agency:** Riverside County Habitat Conservation Agency (RCHCA)
4. **Contact Person:** Riana Fisher, Program Manager
Phone Number: (951) 405-6708
5. **Project Location:** Latitude: 33.787731000
Longitude: -117.283188000
Unincorporated Riverside County, Communities of Good Hope and Gavilan Hills
6. **Project Applicant/Project Sponsor's Name and Address:**
RCHCA
3390 University Avenue
Suite 200
Riverside, CA 92501
7. **General Plan Designation:** Conservation Area
8. **Zoning:** R-R (Rural Residential)

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Description of Project:

Background

The proposed Project is located in unincorporated Riverside County, in the community of Gavilan Hills, and west of the City of Perris, as shown on Figure 1 – Regional Map. The site is owned by the Riverside County Habitat Conservation Agency (RCHCA) and is regionally accessible from Interstate 215 to the east, Interstate 15 to the west, and Highway 74 to the south. RCHCA is a Joint Powers Authority (JPA) comprised of the County of Riverside and the cities of Corona, Hemet, Lake Elsinore, Menifee, Moreno Valley, Murrieta, Perris, Riverside, Temecula and Wildomar. RCHCA's original purpose was to develop, plan and execute the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). The SKR HCP called for conserving 15,000 acres of occupied Stephens' Kangaroo Rat (SKR) habitat. In order to acquire the requisite acreage, RCHCA assembled a 40,000-acre reserve system in western Riverside County comprised of local, State, and Federal land contributions. Once the reserve system was assembled, RCHCA established endowments for many of the larger reserves.

In October of 1988 SKR was listed as an endangered species by the U.S. Fish and Wildlife Service (USFWS). Under the Endangered Species Act, both the SKR and its habitat are protected from any type of disturbance resulting in harming the species. Although it is small, typically at only 2.4 ounces, it plays an important role in its environment because it is a 'keystone species' that has a great effect on their ecosystem and surrounding environment. Without keystone species, the ecosystem would be dramatically different or cease to exist all together.

Keystone species have 'low functional redundancy,' which means that if the species were to disappear from the ecosystem, no other species would be able to fill its ecological niche. SKR has played an important role as a keystone species due to their ability to promote the growth of native plants and reduce the spread of invasive ones. They do this through their diet of seeds and burrowing. The SKR build complex burrows which increase soil fertility and water infiltration. These rodents also tend to store seeds in their burrow. Not all of these seeds would be eaten, leading to more native plant growth.

RCHCA has jurisdiction and oversight over numerous conservation areas within western Riverside County, which is intended to provide habitat for SKR. Typically, public access to these conservation areas is limited or prohibited. Staff work to deter unfettered access and the impacts of illegal trespassing and dumping activity on the lands. The proposed Project site is within a parcel that is part of RCHCA-owned land, which comprises 250 acres of 1,723 acres of conserved lands for the SKR in the Steele Peak Reserve (Reserve), as shown on Figure 2 – Project Site Plan. The rest of the Steele Peak Reserve land is owned by the U. S. Bureau of Land Management. Adjacencies include low-density single-family homes abutting the property, with horses on several larger properties.

The proposed Project site has been historically closed to the public and has been fenced and gated to prevent unauthorized access. However, fencing has been illegally removed in many locations, allowing for unauthorized access to the site. The proposed Project site and surrounding area has retained numerous, sporadic trails that are evident in aerial images as early as 1994, which was prior to RCHCA's creation. The presence of these numerous trails today suggests continued public use of the Reserve, where illegal public use of the Reserve has increased over the previous years.

RCHCA continues to face frequent difficulties from illegal use of the Reserve, such as trash dumping, trail use and off-highway vehicle (OHV) use. These problems have resulted in areas of the Reserve not able to successfully provide habitat for SKR, which is the primary purpose of the Reserve. RCHCA understands there is benign community interest in use of the Reserve, however, the larger trails have branches to many smaller 'trails-to-be' that have increased areas of disturbance to the Reserve. RCHCA recognizes that community access can help inform the public on the importance of conservation for SKR and provide a mechanism to proactively address the difficulties the Reserve faces, given the extent of the ongoing unauthorized impacts that are already occurring at the Reserve.

Although the Reserve has historically been closed to public access with the intent of preserving SKR habitat, governing agencies are now investigating ways to combine the preservation effort with recreational benefits, which

includes directives for multi-use trails and multi-use open space. The RCHCA Board of Directors, staff and other stakeholders identified the 250-acre Reserve within the western portion of the County's Mead Valley Area Plan, as the best suited for public access because the land is solely owned by RCHCA, and staff spends numerous hours and resources repairing and replacing fencing for unapproved access at the Reserve. Therefore, a new approach is warranted to increase positive awareness and appreciation for these lands by allowing for proper public access, with the intent to actually decrease the level of existing and unauthorized public use of the Reserve that continues to increase to this day and has had detrimental effects to the Reserve.

Proposed Development

RCHCA has devoted a great deal of effort on a comprehensive solution to the difficulties facing the Reserve that responds to the needs of the community while maintaining relatively undisturbed conditions of the existing SKR habitat in proposed Project area. RCHCA proposes to create a 1.2-mile sustainable trail loop with associated fencing and signage for the public to enjoy while preserving and restoring disturbed areas outside the proposed trail, as shown on Figure 2 – Project Site Plan. The proposed Project would provide the first public access to natural open space with recreational opportunities within 7 miles for the community of Good Hope, a disadvantaged community. Good Hope is a census-designated place comprising 11.2 square miles west of the City of Perris in unincorporated Riverside County, with a population of 9,192 in 2010 (U.S Census). RCHCA is excited to propose the first recreational park opportunity where there are zero park acres and zero parks per thousand people in the area by using a small portion of the Reserve land. The proposed Project would be located on the eastern area of the Reserve and would be Americans with Disabilities Act (ADA) accessible. The eastern area of the Reserve provides the flattest area of the site and would be most accessible for a range of trail users.

As outlined in the *SKR HCP, Section 5. SKR Conservation and Mitigation Measures, E. Conservation, Mitigation, Monitoring, and Impact Avoidance Measures, 3. Project Review and Mitigation Procedures, b. Core Reserve Review,*

“Consistent with provisions of this Chapter, incidental take of SKR in core reserves will be permitted only with the concurrence of USFWS and CDFG and satisfaction of 1:1 habitat replacement mitigation conditions established under this HCP.”

Further, as outlined in the SKR HCP Implementing Agreement (IA), Section III A.1.a.3 (page 12),

“Construction of public facilities, including but not limited to roadways and other public facilities and projects identified in general plans, capital improvement programs or transportation improvement programs, and cooperative e projects undertaken among public agencies for public health, safety and welfare purposes; provided, however, that any such construction shall occur only after consultation with the Agency, the Service and Department to determine appropriate and reasonable methods to avoid and minimize impacts to SKR and its habitat, as set forth in Sections 5.E.3.b. and 5.E.5 of the HCP; and provided further, that in the event that such construction disturbs occupied SKR habitat or results in take of SKR, the agency or agencies sponsoring such construction (“Sponsoring Entity”) shall be required to acquire and permanently dedicate one acre of occupied SKR habitat for each acre of occupied SKR habitat disturbed (“Mitigation Land”) to the Agency or its designee to be held, managed and maintained pursuant to the terms of the HCP. The location of such Mitigation Land shall be subject to approval by the Service, the Department and the Agency.”

Therefore, if the proposed Project were to result in take of SKR, impacts to habitat or individuals, then RCHCA as a “Sponsoring Entity” would be required to find mitigation habitat at a 1:1 ratio. There are no parcels adjoining the existing Core Reserve available for purchase at this time, and the RCHCA does not currently have funding for the purchase of habitat replacement mitigation. As such, acquisition of mitigation land is currently not an options to offset any impacts to SKR and thus the proposed Project has been designed and will be implemented in such a way as to avoid all impacts to SKR.

The proposed Project intends to utilize existing dirt roads that are between 10 and 12 feet wide. Using this disturbed road within the Reserve is most ideal for the proposed trail because damage to the Reserve has already been done there. Further, the proposed Project would narrow these disturbed existing roads to approximately 6 feet using

rocks and fencing to prevent unauthorized OHV access on the trail. Narrowing of the trails would result in approximately 0.48 to 0.73 acres of area that can revegetate to become viable SKR habitat. The fencing would keep trail users on the designated paths and prevent damage to the surrounding SKR habitat and vegetation. Both the proposed trail and fencing would minimally impact undisturbed habitat areas. The proposed trail would only be open to hikers and amenities would be minimal.

Fencing would be placed on both sides of the 6-foot-wide trail and along the Reserve's western and northern boundaries. The fencing will be simple post and rail design with Trex composite lumber (composed of recycled plastic and recycled wood fiber or similar materials). Fence posts along the trail can be installed with direct burial. Perimeter fencing will replace the existing chain link fence along the frontage of Forrest Road and end at the intersection of San Jacinto Avenue and Forrest Road to help prevent unauthorized entry and illegal dumping in the Reserve. The existing chain link fence between the Reserve and the residences along Forrest Road will remain in place. The post and rail fence style also provides a better aesthetic by keeping to the rural character of the Reserve rather than the existing chain-link fence. Signage such as direction signs, gateway/monument signs, trailhead kiosks, confirmation posts, mile markers, and interpretive signs would be added as part of the wayfinding program. The proposed suite of wayfinding signage was designed in accordance with the Riverside County Parks and Open Space District's Comprehensive Trails Plan guidelines.

Parking for up to 10 cars would be established off site, just north of the entrance to the trail system at the end of Forrest Road, on a portion of a landfill site owned by the Riverside County Department of Waste Resources (RCDWR). RCHCA would lease a portion of a decommissioned landfill from the RCDWR to allow parking, a gate and new fencing meant to control access and allow RCHCA to enforce operational hours to the site, as shown on Figure 2 – Project Site Plan. The parking area would be lined with decomposed granite. Other amenities would include basic wayfinding, interpretive signage, seating boulders, and trash receptacles to help minimize waste along the trail. Access to the Reserve from the parking lot would occur via an existing Southern California Edison (SCE) easement that runs directly west from the parking area. RCHCA's land lease from RCDWR would ensure existing facility access is maintained for Waste Resources and SCE, while trail access is provided without disturbing their operations and maintenance activities.

An important aspect of this proposed Project is to restore areas of the Reserve that have been previously damaged by illegal activities, primarily the roads created by illegal OHV use. Restoration of unauthorized roads would occur to assist in closing and reducing ongoing impacts to the Steele Peak Reserve by illegal uses, such as OHV activity, resulting in a net benefit in habitat value to the Reserve. Two areas within the proposed Project area of the Reserve have been identified for restoration purposes. One area for restoration is a forked road located west of Forrest Road. Restoration would occur to close this disturbed road and prevent further use. The second area is a bare patch located adjacent to the northern portion of the proposed trail. Restoration of the area would enhance the aesthetics of the proposed seating area and restore damaged habitat.

Construction

Construction of the proposed Project is expected to last approximately two months. Equipment that is expected to be used consists of motorized hand augers, hammering for fence posts (not pile driving), power drills and saws, skid-steer/bobcat, plate compactor, and flatbed trucks. It is anticipated that motorized augers and hammering would be used for approximately two weeks for installation of the fencing posts. The skid-steer/bobcat would be used periodically for the two months of construction as needed. Flatbed trucks would only be on site four times over the construction period for material deliveries. Hand tools such as saws and drills would be used throughout construction.

Construction would ideally occur outside of the nesting bird season. If construction occurs within the nesting bird season, a preconstruction nesting bird survey would be completed 3 days prior to construction activities. Should nesting birds be detected on-site, a minimum of 300-foot buffer for passerine birds and 500-foot buffer for raptors would be adhered to until nests are inactive. A qualified biological monitor would be on-site while construction with heavy machinery is being used.

Construction of the trail would consider suggestions made within the SKR HCP. The development of the trail in the Reserve would be consistent with the Reserve's Multiple Species Habitat Conservation Plan (MSHCP), Cooperative Management Agreement, and management plan within the SKR HCP for lands specifically managed for SKR. Although the Western Riverside County MSHCP has no management authority in the Reserve, it has been evaluated and includes provisions for public access that would be considered in developing the trail in the Reserve.

Operation

The proposed trail would be open during daylight hours, from sunrise to sunset. Operations of the Reserve area that are not part of the proposed trail would continue to follow existing operations. Maintenance of the proposed trails would occur on an as-needed basis and would most likely include activities such as: repair of broken fencing, trash pickup, response to vandalism, and signage repair. Maintenance of the trail and associated amenities would fall within the overall RCHCA general funds.

Day-to-day operations would be handled by a full-time patrol that would be present during the hours of operation. The patrol would help to encourage appropriate use of the site and discourage vandalism and off-roading. The gate to the parking area would be locked outside of hours of operation. Funding of the patrol would be through a non-wasting endowment that would be established prior to the development of the trail. The east-west connection between the proposed parking area and the proposed trails follows a row of SCE utility poles. It is anticipated that trail access may be limited or closed due to maintenance activities for the SCE utility poles. These maintenance activities are anticipated to be infrequent and less than once per year.

Drainage

Design of the proposed trail included major considerations to avoid the existing drainages. Puncheon bridges will be placed to span each existing drainage that the trail crosses. Puncheon bridges are usually made of cut or treated lumber and rest directly on the ground. Reclaimed wood from an old nearby railway trestle is proposed to be used for the puncheons for this Project to tie the history of the area into the Steele Peak Inaugural Trail. (*Refer to the Steele Peak Inaugural Trail Concept Design Plan, page 29, for the proposed puncheon bridges*). The proposed Project would maintain and not affect existing natural drainage patterns through the Preserve.

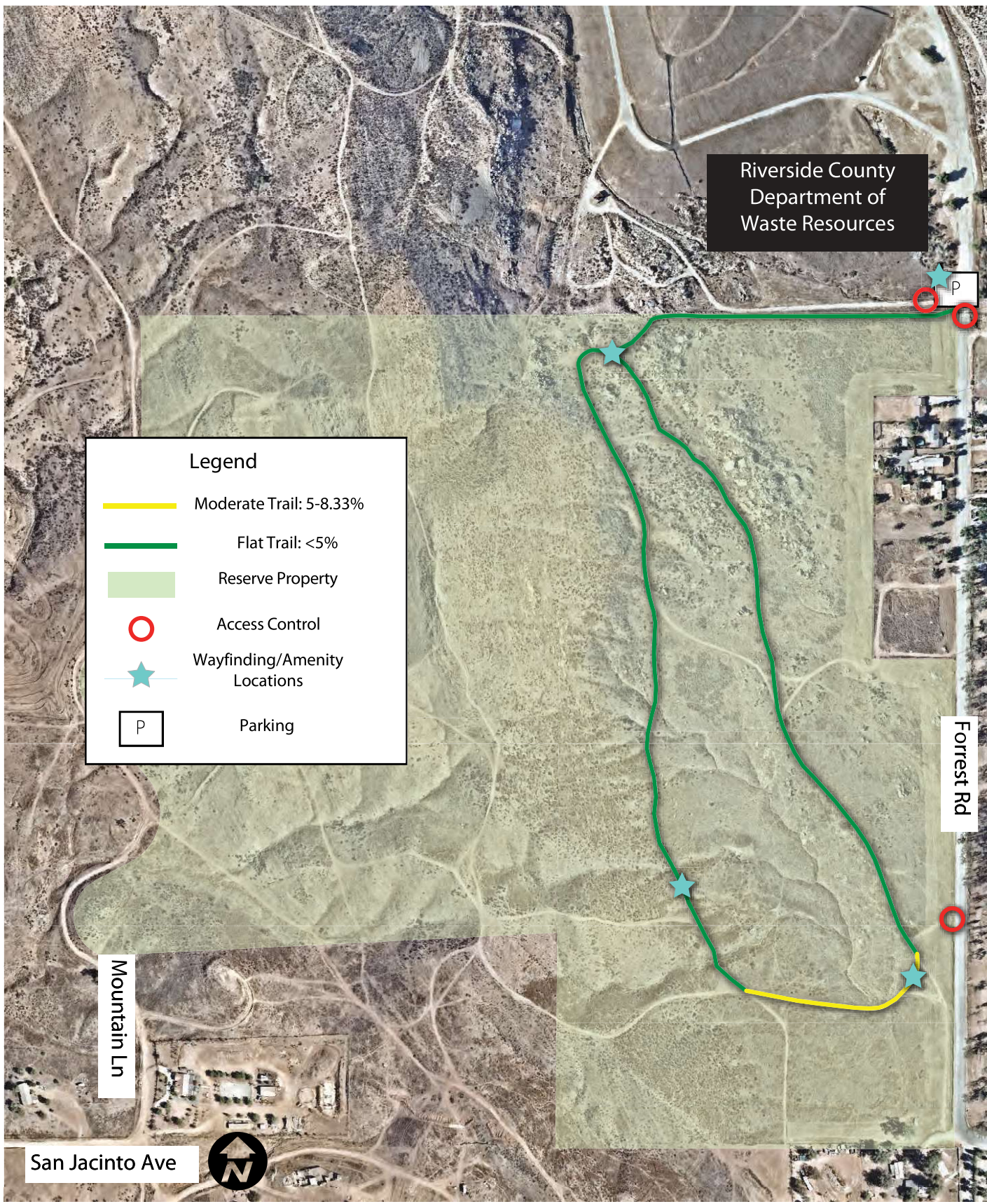
Lighting

No additional lighting would be added to the proposed trail system primarily due to the potential adverse impacts to SKR. The proposed trail would only be open from sunrise to sunset when natural sunlight is present. The gate to the parking area will be locked outside of hours of operation.

Riverside County
Department of
Waste Resources

Legend

- Moderate Trail: 5-8.33%
- Flat Trail: <5%
- Reserve Property
- Access Control
- Wayfinding/Amenity Locations
- Parking

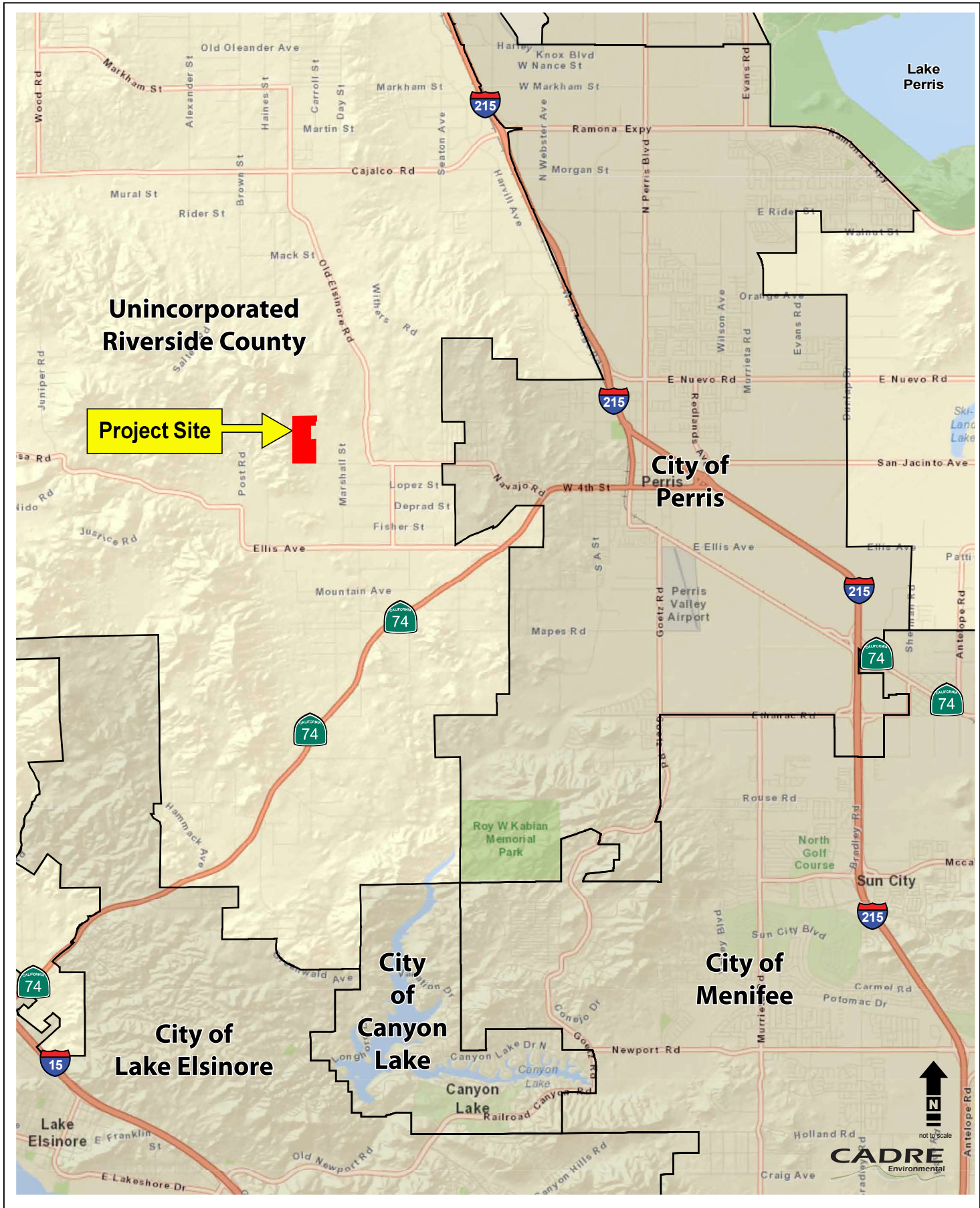


Steele Peak Inaugural Trail Project

Project Site Plan

Figure 2





Steele Peak Inaugural Trail Project

Regional Map

Figure 1



9. **Surrounding land uses and setting:**

	Existing Land Use	Riverside County General Plan Designation	Riverside County Zoning Designation
Project Site	Conservation Land	Open Space - Conservation Habitat	R-R Rural Residential
North	Public Facilities (decommissioned landfill)	Community Development - Public Facilities	R-R Rural Residential and R-R-½ Rural Residential ½ acre
East	Rural Residential and Residential	Rural Residential and Rural Community – Very Low Density Residential	R-R Rural Residential
South	Rural and Residential	Rural Residential, Rural Mountainous, Rural Community – Very Low Density Residential	R-R Rural Residential
West	Rural Residential and Conservation Habitat	Rural Residential and Open Space – Conservation Habitat	R-R Rural Residential

10. **Other public agencies whose approval is required (e.g., permits, financial approval, or participation agreement.):**

- a. Riverside County Department of Waste Resources for property lease of the parking lot.

11. **Other Environmental Reviews Incorporated by Reference in this Review:**

- a. Riverside County General Plan, Mead Valley Area Plan
- b. Steele Peak Inaugural Trail Concept Design Plan
- c. Stephens’ Kangaroo Rat Habitat Conservation Plan (SKR HCP)
- d. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)
- e. Riverside County Trails Master Plan

12. **Acronyms**

ADA	Americans with Disabilities Act of 1990
ALUCP	Airport Land Use Compatibility Plan
ARB	Air Reserve Base
BLM	Bureau of Land Management
BMPs	Best Management Practices
BUOW	burrowing owl
CDFW	California Department of Fish and Wildlife
CAGN	coastal California gnatcatcher
CEQA	California Environmental Quality Act
CNPS	California Native Plant Society
CRHP	California Register of Historical Resources
DOC	California Department of Conservation
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
FGC	California Fish and Game Code

FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
FPEIR	Final Program Environmental Impact Report
GIS	Geographic Information System
GP	General Plan
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
HCP	Habitat Conservation Plan
IPA	Inland Port Airport
MBMI	Morongo Band of Mission Indians
MM	Mitigation Measures
MSHCP	Multiple Species Habitat Conservation Plan
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Places
OHV	Off-Highway Vehicle
QCB	Quino checkerspot butterfly
RCDWR	Riverside County Department of Waste Resources
RWQCB	California Regional Water Quality Control Board
SGMA	Sustainable Groundwater Management Act
SKR	Stephens' kangaroo rat
SLF	Sacred Land Files
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle miles travelled
WoUS	Waters of the United States
WQMP	Water Quality Management Plan

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” or a “Less Than Significant With Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation which reflects the independent judgment of the Riverside County Habitat Conservation Agency, it is recommended that:

RCHCA finds that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

RCHCA finds that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

Signature: 

Date: 10/5/2021

Printed Name & Title: Brian Shomo, RCHCA Director

For: RCHCA

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the Project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1a. Response: (Sources: Google Maps, Steele Peak Inaugural Trail Concept Design Plan, May 2021)				
Less than Significant Impact. Scenic means having or providing to a pleasing or beautiful view of natural scenery, such as mountains, hills, valleys, etc. (Merriam-Webster dictionary) Vista means a distant view through or along an avenue or opening. The Project site provides scenic views of the Perris Valley to the east and the highpoint/ridgeline of the Reserve to the west. The proposed fencing and other amenities including signage, trash receptacles, benches and seating boulders, would not obstruct the existing views of these, or other adjacent areas. Construction would not alter any topography or visually impair views from within Preserve or to surrounding areas. Impacts would be less than significant.				
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1b. Response: (Source: Google Maps)				
No Impact. No scenic highway is located near the proposed Project and the Project would not disturb any trees, rocks, outcroppings, and historic buildings. No impacts to scenic resources within a state scenic highway would occur.				
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site the site and its surroundings? (Public views are those that are experienced from a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1c. Response: (Source: Steele Peak Inaugural Trail Concept Design Plan, May 2021)				
Less than Significant Impact. As outlined above, construction would not alter any topography or visually impair views from within the Reserve or to surrounding areas. Additionally, the proposed Project includes the use of existing dirt roads for public use trails and installation of fencing on both sides of the 6-foot-wide trail. The fencing would consist of simple post and rail design with Trex composite lumber (composed of recycled plastic and recycled wood fiber or similar materials). Dark colors such as brown or gray would be used to help the fence elements blend in with the landscape and obscure graffiti and overall wear and tear. Other improvements such as direction signs, trailhead kiosks, confirmation posts, mile markers, trash receptacles, seating (benches or large rocks), would use the same or similar color to also complement the existing landscape. Management of the proposed trail system would protect more of the scenic quality of the Reserve by minimizing the illegal dumping that occurs. Furthermore, the Project would restore areas of the Reserve that have been previously damaged by illegal activities, primarily the roads created by illegal OHV use, resulting in improved aesthetics of the Project site. Less than significant impacts would occur.				
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1d. Response: (Source: Project Description)				
No Impact. No lighting would be added to the proposed trail system primarily due to the potential adverse impacts to SKR and because the trail would be open for daytime use only, from sunrise to sunset when natural sunlight is present. There would not be a new significant light or glare to adversely affect day or night viewing. No impact would occur.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FOREST RESOURCES:				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the Project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2a. Response: <i>(Source: California Department of Conservation – California Important Farmland Mapping; Riverside County General Plan – Lake Matthews/Woodcrest Area Plan, Figure 3: Mead Valley Area Plan Land Use Plan; California Department of Conservation – Important Farmland Categories; Steele Peak Inaugural Trail Concept Design Plan)</i></p>				
<p>No Impact. A review of the Most Recent California Important Farmland interactive map on the California Department of Conservation’s website indicates that the southeastern and eastern portions of the proposed Project site are designated as Farmland of Local Importance while the southwestern, western, and northern portions are designated as Other Lands. Surrounding the Project site are lands designated as Urban and Built-Up Land, Grazing Land, and Other Lands. Thus, the proposed Project site is not located adjacent to or within the vicinity of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland).</p>				
<p>Farmland Mapping and Monitoring Program</p> <p>The California Department of Conservation’s (DOC’s) Farmland Mapping and Monitoring Program (FMMP) compiles important farmland maps utilizing data from the United States Department of Agriculture, National Resource Conservation Service, soil survey and current land use information. These maps categorize land use into eight mapping categories and represent an inventory of agricultural soil resources. It is important to note that CEQA’s definition of “agricultural land” only includes Prime Farmland, Farmland of Statewide Importance, and Unique Farmland and does not include Farmland of Local Importance or Grazing Land.</p> <p>As mentioned, the southeastern and eastern portions of the proposed Project site are located within lands designated as Farmland of Local Importance. There is no designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within or in the vicinity of the Project site. While the proposed Project would result in the conversion of Farmland of Local Importance to a non-agricultural use (i.e., a publicly-accessible trail within the Steele Peak Reserve area), impacts to lands designated as this type of farmland are not considered significant and do not required mitigation under CEQA. Additionally, as the proposed Project site is not located within, adjacent to, and would thus not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, the proposed Project would have no impacts directly, indirectly, or cumulatively.</p>				
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2b. Response: <i>(Source: State of California Williamson Act Contract Land map; Riverside County Planning Department – Riverside County Zone Descriptions & Requirements; Riverside County Parcel Report)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>No Impact. A review of the State of California Williamson Act Contract Land map reveals that the proposed Project site is not located within an area that is affected by a Williamson Act Preserve or under a Williamson Act Contract. The Contract Land map indicates the proposed Project site is located within lands designated as Non-Enrolled Land and Urban and Built-Up Land; no lands in the immediate vicinity of the proposed Project are designated as Williamson Act Contract lands.</p> <p>A review of the Riverside County Parcel Report for the proposed Project site indicates the Project site is zoned R-R – Rural Residential. Typical uses include one-family dwelling, mobile homes, light agriculture, animal husbandry, farm animals (max. 5 animals per acre), kennels/catteries pursuant to provisions of Section 18.45, and numerous commercial uses allowed with a Conditional Use Permit. While the site is zoned as R-R, which allows light agriculture uses, the lands are not specifically zoned as Agricultural Zones.</p> <p>Thus, as neither the proposed Project site nor any surrounding lands are located on lands designated as Agricultural Zones under any of the above agricultural use zoning designations, the proposed Project would have no impact directly, indirectly, or cumulatively.</p>				
<p>c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2c. Response: (Source: Riverside County Planning Department – Riverside County Zone Descriptions & Requirements; Riverside County Parcel Report; Riverside County Land Information Service (Map My County))</p>				
<p>No Impact. As discussed under response 2b above, the proposed Project site is zoned R-R – Rural Residential. A review of the Riverside County Land Information Service (Map My County) indicates that neither the proposed Project site nor any lands within the vicinity of the Project site are zoned as forest land, timberland, or timberland zoned Timberland Production. Additionally, the Riverside County Planning Department’s Zone Descriptions and Requirements does not include any zoning designations or uses for forest land, timberland, or timberland zoned for Timberland Production. Therefore, the proposed Project would not conflict with zoning or cause rezoning of forest land as defined in Public Resources Code section 12220(g), timberland as defined in Public Resources Code section 4526, or timberland zoned Timberland Production as defined by Government Code section 51104(g) and no impacts would occur.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2d. Response: <i>(Source: Riverside County Planning Department – Riverside County Zone Descriptions & Requirements; Riverside County Parcel Report; Riverside County Land Information Service (Map My County))</i>				
No Impact. As discussed under response 2c above, the proposed Project site is zoned R-R – Rural Residential and a review of the Riverside County Land Information Service (Map My County) indicates that neither the proposed Project site nor any lands within the vicinity of the proposed Project site are zoned as forest land. Therefore, implementation of the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impacts directly, indirectly, or cumulatively would occur.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2e. Response: <i>(Source: Project Description)</i>				
No Impact. While portions of the proposed Project site are located on lands designated as Farmland of Local Importance, the proposed Project site is not located adjacent to or within the vicinity of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). The proposed Project would not involve other changes in the existing environment that could result in conversion of Farmland to non-agricultural use. Moreover, the proposed Project site is not located on or within the vicinity of lands zoned as forest land and would thus not result in the conversion of forest land to non-forest use. Potential impacts would have no impacts directly, indirectly, or cumulatively.				
3. 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. Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3a. Response: <i>(Source: Appendix A – Air Quality Technical Memorandum)</i>				
Less than Significant Impact. The Project site is located within the South Coast Air Basin and the South Coast Air Quality Management District (SCAQMD) has jurisdiction in the Basin, which has a history of recorded air quality violations and is an area where both State and Federal ambient air quality standards are exceeded. The SCAQMD is required, pursuant to the Federal Clean Air Act, to reduce emissions of the air pollutants for which the Basin is in non-attainment. To reduce emissions, the SCAQMD adopted the 2016 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and Federal air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (EPA).				
The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The SCAQMD considers projects that are consistent with the 2016 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, also to have less than significant cumulative impacts. The proposed Project would result in temporary air quality impacts from dust and vehicle fumes during construction activities from mechanical equipment, the skid-steer/bobcat, and flatbed trucks. However, as outlined in further detail in the Air Quality Technical Memorandum, the Project would not result in long-term impacts on the region's ability to meet State and Federal air quality standards. Any future use of the site from visitors to the trail would be minimal and based on the existing ongoing trails, likely would be similar in nature to what has already been occurring at the Reserve as it relates to vehicular traffic to the Project site. Further,				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
the Project would not conflict with the goals and policies of the 2016 AQMP, General Plan, or 2016-2040 RTP/SCS. Potential impacts would be less than significant , and no mitigation is required.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3b. Response: (Source: Appendix A – Air Quality Technical Memorandum)				
Less than Significant Impact. As discussed above in 3a, the proposed Project would only result in temporary air quality impacts from dust and equipment and vehicle fumes during construction. The SCAQMD considers projects that are consistent with the 2016 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, also to have less than significant cumulative impacts. As outlined in further detail in the Air Quality Technical Memorandum, the Project would not exceed any SCAQMD daily thresholds nor would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. Hence, potential impacts would be less than significant directly, indirectly, or cumulatively.				
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3c. Response: (Source: Appendix A – Air Quality Technical Memorandum)				
Less than Significant Impact. The proposed Project is located adjacent to low-density single-family homes abutting the property. Sensitive receptors refer to those most sensitive to the exposure of toxic chemicals, pesticides, and other pollutants. The proposed Project would only have temporary air quality impacts from dust and equipment and vehicle emissions from primarily hand held tools, a skid-steer/bobcat, and flatbed trucks, for material deliveries. Any localized construction impacts would be far below the South Coast Air Quality Management District’s listed LST significance thresholds for localized emissions. Due to the short duration of construction and the small amount of equipment and vehicles, air quality impacts to sensitive receptors are considered less than significant .				
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3d. Response: (Source: Appendix A – Air Quality Technical Memorandum)				
Less than Significant Impact. As mentioned in the response to 3a, the proposed Project is only anticipated to have temporary impacts during construction from dust and equipment and vehicle emissions. These temporary impacts are not anticipated to impact a substantial number of people. Therefore, impacts are considered less than significant .				
4. BIOLOGICAL RESOURCES.				
Would the Project:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4a. Response: (Source: Appendix B – Biological Technical Report)				
Less than Significant Impact with Mitigation Incorporated. No state or federally listed threatened or endangered plant species were detected or expected to occur on site. Suitable habitat for two sensitive species Parry’s spineflower (<i>Chorizanthe parryi</i> var. <i>parryi</i>) and Robinson’s pepper-grass (<i>Lepidium virginicum</i> var. <i>robinsonii</i>), was documented on site within the Riversidean sage scrub associations. The proposed Project’s permanent impacts to 0.01-acre of Riversidean sage scrub/rock				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>outcrop habitat would not result in a substantial adverse effect to Parry’s spineflower or Robinson’s pepper-grass suitable habitat and impacts to these sensitive plants are less than significant without mitigation.</p> <p>Three (3) sensitive wildlife species were documented on site during the site assessment and include: coastal California gnatcatcher (<i>Polioptila californica californica</i>; Federally Threatened and State Species of Special Concern), loggerhead shrike (<i>Lanius ludovicianus</i>; State Species of Special Concern), and northern harrier (<i>Circus cyaneus</i>; State Species of Special Concern). The proposed Project’s impacts to 0.01-acre of suitable coastal California gnatcatcher habitat would not result in a substantial adverse effect to the species. The proposed Project will restore 0.22-acre of existing disturbed trail habitat devoid of vegetation with Riversidean sage scrub vegetation. All proposed restoration efforts will comply with the existing Riversidean Sage Scrub Restoration Plan developed and approved by the RCHCA as outlined in Mitigation Measure MM BIO-1.</p> <p>MM BIO-1: A total of 0.22-acre of existing disturbed (trail) habitat currently devoid of vegetation will be restored with Riversidean sage scrub vegetation. Therefore, all proposed restoration efforts will comply with the existing Riversidean Sage Scrub Restoration Plan developed and approved by the RCHCA.</p> <p>The proposed Project would result in a total of 1.66-acre (92%) of impacts to disturbed habitats (existing trails, fuel modification zones, and ruderal), with only 0.13-acre of non-native grassland and 0.01-acre of Riversidean sage scrub/rock outcrop and would not result in a substantial adverse effect to the loggerhead shrike or northern harrier, without mitigation.</p> <p>Although not observed/documented on site, the Project site contains suitable habitat for twenty-four (24) sensitive wildlife species. Potential impacts to sensitive wildlife species are reduced to less than significant levels with implementation of Mitigation Measures MM BIO-2 through MM BIO-7 would ensure the proposed action and operation would result in a less than significant impacts to potentially occurring sensitive wildlife species.</p> <p>MM BIO-2: All construction related activities will be monitored by a qualified designated biologist knowledgeable of the target sensitive resources potentially present in the vicinity of the proposed Project area (may be an RCHCA biologist or other consulting biologist under contract to RCHCA). The biologist shall be responsible for monitoring all activities associated with the construction of the trail facilities. Specifically, the designated biologist shall ensure that impacts do not extend outside of the proposed impact area. The designated biologist shall have stop work authority to immediately halt all activities that may result in a direct or indirect impact to a sensitive species or potential regulated resource (i.e., ephemeral drainages and swales). In the event a federal/state listed species or regulated resource may be directly or indirectly impacted, the designated biologist shall halt all work and contact the RCHCA, RCDWR and appropriate wildlife agencies. Monthly monitoring reports shall be prepared and submitted to the RCHCA Director and RCDWR for review and comment. The reports shall include a summary of all actions taken to ensure no sensitive species or regulated resources were impacted because of project construction activities.</p> <p>MM BIO-3: The following conservation measures will be implemented to ensure protection for the Quino checkerspot butterfly (QCB): 1) A qualified biologist will conduct a pre-construction host plant survey of the impact area, 2) The designated biologist shall oversee construction activities, provide recommendations for host plant avoidance and suitable habitat, and further minimize impacts, as warranted, 3) Work within and adjacent to suitable habitat shall be conducted outside flight and growth season (February 1st to July 31st), 4) Standard Best Management Practices (BMPs) will be implemented to limit the release of fugitive dust, and 5) Any QCB observations will be reported to the RCHCA, RCDWR and USFWS. If suitable habitat (host plants) cannot be avoided, focused USFWS protocol QCB surveys shall be conducted by a biologist possessing a federal Section 10(a)1(A) permit to determine the presence/absence in the proposed Project vicinity. The surveys will follow guidelines outlined in the 2014 USFWS “<i>Quino Checkerspot Butterfly Survey Guidelines</i>.” A final report of the findings, including recommendations and mitigation measures, if detected on site, shall be prepared by a qualified biologist, and submitted to the RCHCA, RCDWR, and USFWS.</p> <p>MM BIO-4: Prior to construction, if work is to occur between February 15th and July 1st, a USFWS coastal California gnatcatcher (CAGN) permitted biologist shall conduct a preconstruction and breeding status survey within the Riversidean sage scrub located within 500 feet of the proposed Project area. This will determine if any active CAGN nests are adjacent to</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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the proposed Project area which may be indirectly impacted. Should the study and report show, to the satisfaction of the RCHCA and RCDWR, that CAGN nests are not present adjacent to the construction area, approval may be granted to commence project activities within the CAGN nesting season from February 15th through July 1st. If CAGN are observed nesting adjacent to the impact area, then no construction will be allowed until after the nest has fledged as determined by the designated permitted CAGN biologist.

MM BIO-5: A 30-day burrowing owl (BUOW) preconstruction survey will be conducted immediately prior to ground disturbance to ensure BUOW protection and compliance with the conservation goals as outlined in the MSHCP and CEQA. The survey will be conducted in compliance with both MSHCP and California Department of Fish and Wildlife (CDFW) guidelines. A findings report prepared by a qualified biologist shall be submitted to the RCHCA and RCDWR prior to ground disturbance. If BUOW are detected on site during the 30-day preconstruction survey within the BUOW breeding season (February 1st to August 31st), then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has confirmed that no signs of active nesting behavior are observed. In addition to monitoring breeding activity, if construction is initiated during the breeding season, a BUOW Protection Plan will be developed and approved by CDFW and RCHCA.

Suitable habitat is present in the proposed Project area for the Stephens' kangaroo rat (SKR, *Dipodomys stephensi*, Federally Endangered and State Threatened). Direct impacts to SKR would represent a substantial adverse effect to the species. However, the proposed Project intends to utilize the existing trails that are between 10 and 12 feet wide. Using this disturbed trail within the Reserve is the most ideal for the trail because damage to the Reserve has already been done there. Further, the proposed Project would narrow the existing disturbed roads to approximately 6 feet using rocks and fencing to prevent unauthorized OHV access on the trail. Narrowing of the trail would result in approximately 0.48 to 0.73 acre of area that can be revegetated to become viable SKR habitat. The fencing would also keep trail users on the designated paths and prevent damage to the surrounding SKR habitat. The proposed Project would only be open to hikers and amenities would be minimal. Implementation of Mitigation Measure **MM BIO-6** would ensure the proposed Project would result in less than significant impact to potential habitat for SKR.

MM BIO-6: Before ground disturbance, a USFWS SKR permitted biologist shall conduct a preconstruction survey of the impact area to determine the presence and/or absence of SKR sign which includes burrows, scat, runways, tail drags, tracks, and dust bowls. The purpose of the survey is to determine if any suitable SKR burrows are located in the construction vicinity which may be directly or indirectly impacted. Should the study and report show, to the satisfaction of the RCHCA, that SKR burrows can be avoided within the construction area, approval will be granted to commence project activities. As stated by Dudek, "A biologist familiar with SKR surface sign typically can generate a reasonably accurate "gestalt" of habitat quality and relative abundance of individuals based on this information. A simple checklist of presence/absence and abundance of these kinds of surface sign for each sample transect should be adequate to generally and reliably characterize SKR activity in the area." If potential SKR burrows may be impacted, adjustments to the trail alignment or width will be made to ensure no direct and/or indirect impacts occur to the species as a result of project initiation and operation.

The proposed Project including adjacent lands provide suitable nesting habitat for raptors and migratory birds protected under the California Fish and Game Code (FGC) 3503. Measures for potential direct/indirect impacts to common and sensitive bird and raptor species will require compliance with the FGC Section 3503. Construction outside the nesting season (between September 1st and January 31st) does not require preconstruction nesting bird surveys. However, if construction is proposed between February 1st and August 31st, a qualified biologist will conduct a preconstruction nesting bird survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds or raptors with within or directly adjacent (100 feet) to the impact area. Loss of an active nest would be considered a potentially significant impact. Impacts to raptor foraging and potential nesting habitat would be reduced to less than significant with the implementation of Mitigation Measure **MM BIO-7**.

MM BIO-7: Regulatory requirements for potential direct/indirect impacts to protected avian species will require compliance with FGC Section 3503. Construction performed outside the nesting season (between September 1st and January 31st) does not require preconstruction nesting bird surveys. If construction is proposed between February 1st and August 31st, a qualified avian biologist will conduct the nesting bird survey(s) no more than three (3) days prior to ground disturbance to document

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>the presence or absence of nesting birds within or directly adjacent (100 feet) to the impact area. The survey(s) will focus on identifying any raptors and/or bird nests that would be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures will be prepared by a qualified avian biologist and implemented to prevent active nest abandonment. At a minimum, construction in the vicinity of a nest will be postponed until the chicks have fledged. The perimeter of the nest setback zone will be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and affiliated construction personnel and activities will be restricted from the area. A survey report by a qualified avian biologist verifying that no active nests are present, or that the young have fledged, will be submitted to the RCHCA and RCDWR for review and approval prior to construction commencement in the nest-setback zone. The qualified biologist will serve as a construction monitor during those periods when construction activities occur near active nests to ensure that no potential nest impacts occur. A final monitoring and findings report, prepared by the qualified biologist, will be submitted to the RCHCA and RCDWR documenting compliance with the FGC. Any nest permanently vacated for the season would not warrant protection pursuant to the FGC.</p> <p>Therefore, with implementation of mitigation measures MM BIO-1 through MM BIO-7, potential impacts to sensitive species are less than significant. Given the planned restoration of the sections of the Reserve that have already been impacted by illegal use of the site, coupled with the newly constructed and maintained trails and active patrols of the Reserve which will actually lessen the existing impacts on the Reserve from ongoing activity, the overall on site habitat value will actually increase after the completion of the Project.</p>				
<p>b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>4b. Response: (Source: Appendix B – Biological Technical Report)</p>				
<p>Less than Significant Impact with Mitigation Incorporated. The southern/RCHCA portion of the proposed Project area contains several ephemeral drainages and swales that cross the site in a southwest direction. These ephemeral drainages and swales do not possess wetland, riparian scrub, forest, or woodland habitats. However, these features are expected to fall under the jurisdiction of both CDFW and the California Regional Water Quality Control Board (RWQCB). No U.S. Army Corps of Engineers (USACE) regulated features were documented on site.</p> <p>The northern/RCDWR portion of the Project area possesses several ephemeral drainages which extend in a southwestern direction off site through a culvert. The onsite drainages merge in the eastern region of the property and support a small patch of mule fat scrub and cottonwood willow riparian habitat. These features are expected to be regulated by CDFW, the RWQCB, and Section 6.1.2 of the MSHCP (riparian and riverine resources). No USACE regulated features were documented within the northern/RCDWR Study Area.</p> <p>No potential CDFW, RWQCB or MSHCP Section 6.1.2 riverine or riparian regulated resources will be directly impacted due to proposed Project’s design. As outlined in the Project Description above and the <i>Steele Peak Inaugural Trail Concept Design Plan</i> (page 29), the proposed trail alignment would cross a total of five (5) potential regulated features and a swale with puncheon bridges that will span over all potential regulated features. Installation of the puncheon bridges does not require any modification to or equipment within the drainage features as the bridges are brought to the site and simply placed on the ground to span over the existing drainage features. Therefore, construction activities would not affect these features, and no permits such as a 1600 Streambed Alteration Agreement from CDFW or a Waste Discharge Requirement from the Regional Water Quality Control Board are required. Future trail users would walk on the bridges that span over the drainage features and not within the drainages/swales. Implementation of MM BIO-2 would ensure that construction activities do not encroach outside of the existing dirt roadway and into the potentially regulated resources, and potential impacts to jurisdictional resources are less than significant with mitigation.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4c. Response: (Source: Appendix B – Biological Technical Report)				
No Impact. The on-site ephemeral drainages and swales do not possess any wetland, riparian scrub, forest, or woodland habitats. The proposed Project will not impact any state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.). No Impact.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4d. Response: (Source: Appendix B – Biological Technical Report)				
No Impact. The proposed Project is not located within an MSHCP proposed linkage, existing core/linkage, or proposed core/habitat block. The eastern boundary of the Project site is delineated by a chain-linked fence topped with barbed wire, as well as the eastern boundary along Forrest Road, and along the norther boundary with RCDWR property. Therefore, the Project site does not represent a wildlife movement corridor and there would be no impact to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor impede the use of native wildlife nursery sites.				
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4e. Response: (Source: Appendix B – Biological Technical Report)				
Less than Significant Impact with Mitigation Incorporated. The proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The proposed Project will not remove protected or regulated trees due to project implementation, operation, and proposed restoration. Implementation of the proposed northern Project area segment of the trail and parking area (RCDWR property) will be consistent with all provisions, guidelines and objectives of the MSHCP, with implementation of Mitigation Measure MM BIO-2 . Less than significant impact with mitigation.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4f. Response: (Sources: Appendix B – Biological Technical Report, Steele Peak Inaugural Trail Concept Design Plan)				
Less than Significant Impact with Mitigation Incorporated. As outlined above, implementation of the proposed northern Project area segment of the trail and parking area (RCDWR property) will be consistent with all provisions, guidelines and objectives of the MSHCP, with implementation of Mitigation Measure MM BIO-2 . As outlined in the <i>Steele Peak Inaugural Trail Concept Design Plan</i> (pages 11-13): “The SKR HCP includes passive recreational activities such as hiking and wildlife observation as an encouraged, managed activity. The SKR HCP does not contain specific guidelines for design, construction, use and maintenance of trails, rather, the management plan of the reserve offers trail planning considerations, defines appropriate recreation activities, and provides recommendations for ensuring the compatibility of uses.” “The development of trails in the Reserve will be consistent with the Reserve’s MSHCP, Cooperative Management Agreement, and management plan with the SKR HCP for lands specifically managed for SKR and would not interfere with the SKR HCP’s overarching goal of protecting SKR habitat and resources. Although the Western Riverside County MSHCP has no management authority in the Reserve [RCHCA property], it has been evaluated and includes provisions for public access that will be considered in developing trails in the Reserve. Per the Steele Peak Inaugural Trail Concept Design Plan, “Any trails proposed for the Reserve are recreational facilities and are allowable under the SKR HCP. Thus, the development of the potential trail alignments would not be incompatible with the SKR HCP with adherence to the guiding principles listed above” (p. 13). Therefore, the proposed Project will not conflict with the SKR HCP or the Western Riverside County MSHCP and potential impacts are less than significant impact with mitigation.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5a. Response: (Source: Appendix C – Cultural Resources Assessment)				
<p>Less than Significant Impact with Mitigation Incorporated. A cultural resources record search was conducted for the proposed Project and found the proposed Project site has been partially subject to one previous cultural resources assessment, and no cultural resources have been identified within its boundaries. Therefore, it does not appear that there are any Historical Resources located on site or in the near vicinity that would be impacted by the proposed Project. Although findings were negative for cultural resources on the surface of the Project site during a reconnaissance-level cultural resources field survey, the records search results indicate that prehistoric archaeological resources have been identified in the records search area, within 1 mile of the Project area. There are numerous boulders in the proposed Project area with potential for prehistoric grinding slicks and for use as rock shelters near or adjacent to the project alignments. As the Project could unearth unknown cultural resources during fence post installation, Mitigation Measure MM CUL-1 shall be implemented to reduce potential impacts to these resources to less than significant levels. An archaeological monitor would be present during any earthmoving activities proposed within the Project site boundaries, as included in Mitigation Measure MM CUL-1. The proposed Project is not anticipated to cause a substantial direct adverse change in the significance of a historical resource and with the implementation of MM CUL-1, potential impacts would be even further reduced. Impacts would be less than significant with mitigation incorporated.</p> <p>MM CUL-1: An archaeological monitor shall be present during any earthmoving activities proposed within the proposed Project site boundaries. The monitor would work under the direct supervision of a cultural resource professional who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology. The monitor would be empowered to temporarily halt or redirect construction work in the vicinity of any find until the project archaeologist can evaluate it. If the qualified archaeologist finds that any cultural resources present meet eligibility requirements for listing on the California Register or the National Register of Historic Places (National Register), plans for the treatment, evaluation, and mitigation of impacts to the find will need to be developed. Prehistoric or historic cultural materials that may be encountered during ground-disturbing activities include:</p> <ul style="list-style-type: none"> • prehistoric flaked-stone artifacts and debitage (waste material), consisting of obsidian, basalt, and or cryptocrystalline silicates; • groundstone artifacts, including mortars, pestles, and grinding slabs; • dark, greasy soil that may be associated with charcoal, ash, bone, shell, flaked stone, groundstone, and fire affected rocks; • human remains; • historic-period artifacts such as glass bottles and fragments, cans, nails, ceramic and pottery fragments, and other metal objects; • historic-period structural or building foundations, walkways, cisterns, pipes, privies, and other structural elements. 				
b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5b. Response: (Source: Appendix C – Cultural Resources Assessment)				
<p>Less than Significant Impact with Mitigation Incorporated. See Response 5a. above. The proposed Project would not cause a substantial direct adverse change in the significance of an archeological resource and with the implementation of MM CUL-1, potential impacts would be even further reduced. Impacts would be less than significant with mitigation incorporated.</p>				
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>5c. Response: <i>(Sources: Google Maps, Appendix C – Cultural Resources Assessment)</i></p>				
<p>Less than Significant Impact. The Project site is not located near any formal cemeteries. However, the discovery of human remains a possibility during ground disturbing activities. If human remains are encountered during the undertaking, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. Impacts would be less than significant.</p>				
<p>6. ENERGY Would the Project:</p>				
<p>a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6a. Response: <i>(Source: Project Description)</i></p>				
<p>No Impact. The proposed project requires minimal amounts of equipment and transportation. The type equipment being used consists of motorized hand augers, hammering for fence posts (not pile driving), power drills and saws, skid-steer/bobcat, plate compactor, and flatbed trucks. It is anticipated that motorized augers and hammering would be used for approximately two weeks for installation of the fencing posts. The skid-steer/bobcat would be used periodically for the two months of construction as-needed. Flatbed trucks would only be on site four times over the construction period for material deliveries. Hand tools such as saws and drills would be used throughout construction. Construction crews would need to get to and from the site; however, due to the limited nature of these trips and short duration of construction, the Project would not result in wasteful inefficient or unnecessary consumption of energy resources. No impact would occur.</p>				
<p>b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>6b. Response: <i>(Source: Project Description)</i></p> <p>No Impact. The Project does not include any lighting or other electrical energy use for short term construction or long-term operations. The daily trips to the site by the patrol and visitors would not require enough fuel to constitute wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, the Project would not conflict with or obstruction of state or local renewable energy plans. No impact would occur.</p>				
<p>7. GEOLOGY AND SOILS. Would the Project:</p>				
<p>a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p>				
<p>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>7i. Response: <i>(Source: California Geological Survey Regulatory Maps and Reports: Seismic Hazard Zones and Alquist-Priolo Earthquake Fault Zones; California Department of Conservation: The California Earthquake Hazards Zone Application; ArcGIS – ‘Active fault zones identified by the Alquist-Priolo Earthquake Fault Zoning Act’ map layer)</i></p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>No Impact. A review of California Geological Survey, California Department of Conservation, and ArcGIS Alquist-Priolo Earthquake Fault Zoning maps indicates that neither the proposed Project site nor any of the lands in the immediate vicinity of the proposed Project site are located within an Alquist-Priolo Earthquake Fault Zone or within an Earthquake Fault Zone. The development of the Project’s proposed trail network and amenities would occur on existing dirt roads/trails on the site and would only involve minor grading to level the trail portions of the site as well as minor digging for fence posts and signs. Additionally, the proposed Project would not involve construction of any habitable structure. Thus, as the proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone or Earthquake Fault Zone and would not involve high levels of ground disturbance, or construction of habitable structures, no impact would occur.</p>				
<p>ii. Strong seismic ground shaking?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>7ii. Response: (Source: California Geological Survey Regulatory Maps and Reports: Seismic Hazard Zones and Alquist-Priolo Earthquake Fault Zones; California Department of Conservation: The California Earthquake Hazards Zone Application; ArcGIS – ‘Active fault zones identified by the Alquist-Priolo Earthquake Fault Zoning Act’ map layer)</p>				
<p>No Impact. As discussed above in the response to 7i, the proposed Project is not located within an Alquist-Priolo Earthquake Fault Zone or an Earthquake Fault Zone, and no habitable structure is proposed. Therefore, no impact would occur.</p>				
<p>iii. Seismic-related ground failure, including liquefaction?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>7iii. Response: (Source: California Geological Survey Regulatory Maps and Reports: Seismic Hazard Zones and Alquist-Priolo Earthquake Fault Zones)</p>				
<p>No Impact. A review of the California Geological Survey’s Seismic Hazard Zones and Alquist-Priolo Earthquake Fault Zones map indicates that the proposed Project site is not located in an area identified as either Fault Zones, Landslide, and Liquefaction Zones or Landslide and Liquefaction Zones. Further, as previously mentioned, construction activities would not involve grading, would include minor digging for fence posts and signs, and no habitable structure is proposed. Therefore, no impact would occur.</p>				
<p>iv. Landslides?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>7iv. Response: (Source: California Geological Survey Regulatory Maps and Reports: Seismic Hazard Zones and Alquist-Priolo Earthquake Fault Zones; Riverside County General Plan – Mead Valley Area Plan Figure 15: Slope Instability)</p>				
<p>No Impact. As discussed in the response to 7iii above, the proposed Project is not located in an area identified as either Fault Zones, Landslide, and Liquefaction Zones or Landslide and Liquefaction Zones (California Geological Survey). Additionally, Figure 15: Slope Instability of the Mead Valley Area Plan (Riverside County General Plan) indicates that the proposed Project site area is located within lands identified as “Low to locally moderate susceptibility to seismically induced landslides and rockfalls. The proposed Project is on a relatively flat portion of land and construction activities (minor digging) would not increase the likelihood of causing landslides. No impacts would occur.</p>				
<p>b. Result in substantial soil erosion or the loss of topsoil?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7b. Response: (Source: Project Description)</p> <p>Less than Significant Impact. Construction activities may cause a minor loss of topsoil from minor grading and digging. However, the Project also proposed to narrow the existing dirt roads and only allow hiking. With the reduced trail size, reduced illegal OHV use, and revegetation of the edges of the existing dirt roads, the Project is expected to have a net benefit related to soil erosion and loss of topsoil. As the proposed Project trail will cross existing drainage features/swale with puncheon bridges, the Project would not alter existing flow patterns or indirectly impact water quality. Therefore, potential impacts related to soil erosion or loss of topsoil would be less than significant.</p>				
<p>c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>7c. Response: <i>(Source: California Geological Survey Regulatory Maps and Reports: Seismic Hazard Zones and Alquist-Priolo Earthquake Fault Zones, Riverside County General Plan – Chapter 6 Safety Element, Riverside County Map My County database)</i></p>				
<p>No Impact. As discussed in the response to 7iii above, the proposed Project is not located in an area that could potentially result in on- or off-site landslides or liquefaction. Lateral spreading refers to landslides that commonly form on gentle slopes and have rapid fluid-like movement, like water. Since the proposed Project is not within a Landslide Zone, lateral spreading is not expected. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Per Riverside County Map My County GIS database, the proposed Project is not located in a subsidence zone. Therefore, no impacts related to unstable soils, landslides, lateral spreading, subsidence, liquefaction or collapse would occur.</p>				
<p>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7d. Response: <i>(Source: Appendix B – Biological Technical Report)</i></p>				
<p>Less than Significant Impact. Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (swell). Expansive soils can be widely dispersed and can be found in hillside areas as well as low-lying alluvial basins. The proposed Project consists of the placement of a trail which would not require implementation of the Uniform Building Code. As described in the Biological Technical Report, the proposed Project is not located in any clay soils. In addition the Project will not construct any habitable structures, and therefore, impacts related to expansive soils are considered less than significant.</p>				
<p>e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>7e. Response: <i>(Source: Project Description)</i></p>				
<p>No Impact. The proposed Project does not involve the use or installation of septic tanks or alternative waste water disposal systems. Therefore, implementation of the proposed Project would not result in the use of soils incapable of supporting the use of these facilities, and no impacts would occur.</p>				
<p>f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>7f. Response: <i>(Source: Appendix C – Cultural Resources Assessment)</i></p>				
<p>Less than Significant Impact. A paleontological overview completed for the proposed Project indicate that the Project site sits on geologic units that are all considered to be of low paleontological sensitivity and there are no documented localities of these resources within the Project area or within a one (1) mile radius. The proposed Project intends to utilize existing roads that are between 10 and 12 feet wide to construct a trail. As the proposed Project’s trail will utilize existing dirt roads, the proposed Project would not directly or indirectly destroy and paleontological resources or unique geologic feature. As a result, impacts are less than significant.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8a. Response: (Source: Project Description)				
No Impact. Construction equipment would consist of only a bobcat, mechanical hand augers, and flatbed trucks. Trucks would only deliver and haul 4 times over a 2-month span and the bobcat would be used sporadically. Due to the limited use of mechanical equipment and vehicles and the short duration of construction, and the fact that construction GHG emissions are amortized over a 30-year project life, in no way would the Project release significant greenhouse gas emissions. Once operational, while the existence of the trail may bring some additional vehicles to the site, overall emissions would remain similar to the existing baseline condition. Therefore, no impacts related to significant greenhouse gas emissions would occur directly, indirectly, and cumulatively.				
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8b. Response: (Source: Project Description)				
No impact. As outlined above in Response 8a., the Project is not anticipated to release GHG emissions that would be significant or that would conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. No impacts related to GHG emissions would occur.				
9. HAZARDS & HAZARDOUS MATERIALS. Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9a. Response: (Source: Project Description)				
No Impact. The proposed Project would include the development of a 1.2-mile sustainable trail network with associated fencing and signage as well as a 10-space parking lot. Potential hazardous materials include fuel, paint products, lubricants, solvents, cleaning products, pesticides and herbicides. However, due to the limited quantities of these materials to be used by the project, they are not considered hazardous to the public at large. Thus, due to the nature of the proposed Project, the Project would not involve the routine transport, use, or disposal of hazardous materials and no impacts would occur directly, indirectly, and cumulatively.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9b. Response: (Source: Project Description)				
No Impact. As described in response 9a above, the proposed Project would include a 1.2-mile sustainable trail network with associated fencing, signage, and parking lot. Therefore, due to the nature of the proposed Project and very limited use of any potentially hazardous materials (fuels for equipment, etc.), the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment. No impacts would occur directly, indirectly, and cumulatively.				
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>9c. Response: (Source: Google Maps)</p>				
<p>No Impact. A review of Google area maps indicates the school nearest to the proposed Project site is Good Hope Elementary School, located approximately 1.7 miles southeast of the proposed Project site. Further, as discussed in the responses to 9a and 9b above, the proposed Project would consist of the development of a 1.2-mile sustainable trail network, associated fencing, signage, and parking lot and would not emit hazardous emissions or involve the handling of hazardous or acutely hazardous materials. Therefore, no impacts would occur directly, indirectly, and cumulatively.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9d. Response: (Source: Department of Toxic Substance Control – Envirostor: Hazardous Waste and Substances List)</p>				
<p>No Impact. A review of the Department of Toxic Substances Control’s Envirostor Hazardous Waste and Substances Site List (also called the Cortese List) reveals that the proposed Project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the proposed Project would not create an associated significant hazard to the public or the environment and no impacts would occur.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9e. Response: (Source: Riverside County General Plan – Mead Valley Area Plan, Figure 5: Mead Valley Area Plan March Air Reserve Base & Perris Valley Airport Influence Area; Google Earth Pro)</p>				
<p>Less than Significant Impact. Additionally, the nearest airport to the proposed Project site is the Perris Valley Airport, located approximately 4 miles southeast of the Project site, and construction and operation of the proposed Project would not result in new lighting or tall structures that could result in an air traffic safety hazard or conflict with an airport land use plan. According to the Riverside County Airport Land Use Commission (ALUC), the project is not located within the Perris Valley Airport Influence area. However, according to the Riverside ALUC, the project site is located within the March Air Reserve Base/Inland Port Airport (MARB/IPA) Land Use Compatibility Plan (LUCP) Airport Influence Area Zone E: Other Airport Environs. Zone E is a low noise impact zone beyond the MARB/IPA 55-CNEL contour which may cause intrusive noise levels to some outdoor activities due to occasional overflights. Furthermore, Zone E is a low safety and airspace protection risk because it is within outer or occasionally used portions of flight corridors. Due to the site’s low risk of airport-related noise impacts, this project poses a less than significant impact to contributing to excessive noise in the vicinity. Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the proposed Project area. Potential impacts would be less than significant directly, indirectly, and cumulatively.</p>				
<p>f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>9f. Response: (Source: Project Description)</p>				
<p>No Impact. Construction of the proposed Project would not block ingress or egress on any roadway. Trail network development, including construction of the proposed parking lot, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impacts would occur directly, indirectly, and cumulatively.</p>				
<p>g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>9g. Response: (Source: Riverside County General Plan – Mead Valley Area Plan, Figure 12: Mead Valley Area Plan Wildfire Susceptibility map, Steele Peak Inaugural Trail Concept Design Plan)</p>				
<p>Less than Significant Impact. Per the Riverside County General Plan, Mead Valley Area Plan, Figure 12 - Wildfire Susceptibility Map, the proposed Project is located in an area identified as a State Responsibility Area/Federal Responsibility Area Very High/High/Moderate Fire Hazard Severity Zone (FHSZ). The proposed Project site is located on RCHCA-owned parcels in the Steele Peak Reserve and has historically been closed to public access with the intent of preserving Stephens' kangaroo rat (SKR) habitat. However, unauthorized public access and trail use occur throughout the site, as well as fence removal, illegal dumping, and off-highway vehicle (OHV) use. This unauthorized trail access and use could lead to ignition and/or source for wildland fires via improper disposal of flammable materials (i.e., discarded smoking materials), illegal dumping, and unauthorized OHV use. While the proposed Project would increase recreational use to the site, a full-time patrol will be provided and access will be improved in order to prevent/decrease inappropriate/ unauthorized use and increase appropriate/lawful use. The presence of a full-time patrol and an increase in appropriate/lawful use is expected to reduce unauthorized OHV use and illegal dumping, as well as smoking, which represent a potential source of wildland fire. Thus, a decrease in unauthorized OHV use and illegal dumping would result in a reduction of wildland fire risk (a beneficial impact). Overall impacts would be less than significant and no mitigation is required.</p>				
<p>10. HYDROLOGY AND WATER QUALITY.</p>				
<p>Would the Project:</p>				
<p>a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10a. Response: (Source: Project Description)</p>				
<p>Less than Significant Impact. As outlined in the Project Description, design of the proposed trail included major considerations to avoid the existing drainages. Puncheon bridges will be placed to span each existing drainage that the trail crosses. Puncheon bridges are usually made of cut or treated lumber and rest directly on the ground. Reclaimed wood from an old nearby railway trestle is proposed to be used for the puncheons for this Project to tie the history of the area into the Steele Peak Inaugural Trail. (Refer to the Steele Peak Inaugural Trail Concept Design Plan, page 29, for the proposed puncheon bridges). The proposed Project would maintain and not affect existing natural drainage patterns through the Preserve. The proposed parking area would be lined with decomposed granite and trash receptacles would help minimize waste along the trail. The proposed Project would not violate any water quality standards or waste discharge requirements nor substantially degrade surface or ground water quality. The proposed Project would not increase significantly the amount of impervious surface, create additional sources of trash or other potential sources leading to water quality impacts beyond what already exists at the site, and would not impact any of the existing on-site drainages. Therefore, the proposed Project's impacts would be less than significant in this regard and no mitigation is required.</p>				
<p>b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10b. Response: (Source: Project Description)</p>				
<p>Less than Significant Impact. The proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The construction activities will only require nominal amounts of water and there are not improvements proposed that would require long term water source (i.e., drinking fountains or irrigation). The Project does not include any paving or installation of impervious surfaces that would preclude groundwater recharge of precipitation/ storm water. The parking lot would be improved with decomposed granite, which would still allow for storm water to percolate into the ground. Therefore, the proposed Project would not substantially decrease groundwater supplies or interfere with groundwater recharge, impacts would be less than significant and no mitigation is required.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on-or-off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10c.i Response: (Source: Project Description)</p> <p>Less than Significant Impact. As outlined in Response 7b. above, construction activities may cause a minor erosion/ loss of topsoil from minor grading and digging. However, the Project also proposed to narrow the existing dirt roads and only allow hiking. With the reduced trail size, reduced illegal OHV use, and revegetation of the edges of the existing dirt roads, the Project is expected to have a net benefit related to soil erosion and loss of topsoil. As the proposed Project trail will cross existing drainage features/swale with puncheon bridges, the Project would not alter existing flow patterns or indirectly result in substantial erosion or siltation on- or off-site. Therefore, potential impacts related to soil erosion or siltation would be less than significant and no mitigation is required.</p>				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10c.ii Response: (Source: Project Description)</p> <p>Less than Significant Impact. The parking lot would be improved with decomposed granite, which would still allow for storm water to percolate into the ground. The Project does not include any paving or installation of impervious surfaces that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-off-site. The proposed Project's impacts would be less than significant and no mitigation is required.</p>				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10c.iii Response: (Source: Project Description)</p> <p>Less than Significant Impact. As the proposed Project trail will cross existing drainage features/swale with puncheon bridges, the Project would not alter existing flow patterns of water runoff at the site. The Project does not include any paving or installation of impervious surfaces that would substantially increase the rate or amount of surface runoff which would exceed the capacity of stormwater drainage systems, existing or planned. The proposed Project impacts to runoff water are less than significant and no mitigation is required.</p>				
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10c.iv Response: (Sources: Project Description, Riverside County General Plan Safety Element, Figure S-9 – Special Flood Hazard Areas)</p> <p>Less than Significant Impact. As the proposed Project trail will cross existing drainage features/swale with puncheon bridges, the Project would not alter existing flow patterns or impede runoff. The proposed Project is not located in a flood hazard zone. The proposed Project's impacts related to flooding are less than significant and no mitigation is required.</p>				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10d. Response: (Sources: Riverside County General Plan Safety Element, Figures S-9 – Special Flood Hazard Areas and S-10 – Dam Failure Inundation Zones)</p> <p>No Impact. The proposed Project is not located within any Federal Emergency Management Agency (FEMA) flood hazard zone, seiche zone, or tsunami zone. The proposed Project's impacts related to flooding hazards are less than significant and no mitigation is required.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>10e. Response:</p> <p>Less than Significant Impact. As outlined in Response 10a above, the proposed Project would not violate any water quality standards or waste discharge requirements, nor substantially degrade surface or ground water quality that would in turn conflict with or obstruct implementation of a water quality control plan. Also, as outlined in Response 10b above, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The construction activities will only require nominal amounts of water and there are not improvements proposed that would require long term water source (i.e., drinking fountains or irrigation). The Project does not include any paving or installation of impervious surfaces that would preclude groundwater recharge of precipitation/ storm water. The parking lot would be improved with decomposed granite, which would still allow for storm water to percolate into the ground. Therefore, the proposed Project would not substantially decrease groundwater supplies or interfere with groundwater recharge, which would in turn, conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant and no mitigation is required.</p>				
<p>11. LAND USE AND PLANNING:</p> <p>Would the Project:</p>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11a. Response: (Source: Steele Peak Inaugural Trail Concept Design Plan)</p> <p>No Impact. A community may be divided if a project were to introduce a new physical barrier through that community (e.g., a highway or railroad). The Project area is in an unincorporated area of western Riverside County west of the City of Perris. The immediate context around the site is primarily rural in character with single-family homes on large lots. The proposed Project would be located on conservation property that is currently restricted to the public. Additionally, the proposed trail would only occur along existing dirt roads. None of the proposed activities would introduce a new barrier within Riverside County. Therefore, no impacts to physically dividing an established community are anticipated.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>11b. Response: (Sources: Stephens Kangaroo Rat Habitat Conservation Plan; Riverside County General Plan – Mead Valley Area Plan, Figure 3 – Land Use Plan; Western Riverside County Multiple Species Habitat Conservation Plan; Riverside County Trails Master Plan; Steele Peak Inaugural Trail Concept Design Plan)</p> <p>Less than Significant Impact. The proposed Project would be consistent with all applicable land use plans, policies, and regulations, and there would be no conflict. The development of trails in the proposed Project site would be consistent with the Steele Peak Reserve’s HCP, Cooperative Management Agreement, and management plan with the SKR HCP for lands specifically managed for SKR. Although the Western Riverside County MSHCP has no management authority in the Reserve, it has been evaluated and includes provisions for public access that would be considered in developing trails in the Reserve. Additionally, the Project’s proposed concept design is consistent with the Riverside County Trails Master Plan. Though technically closed to the public, there is unauthorized use of the Reserve that includes trespassing, dumping, and OHV use. One factor that reduces SKR habitat suitability or increases its vulnerability is off-road vehicle activity because it destroys foraging habitat, crushes burrows, and compacts soil. The proposed Project plan provides a low-impact recreational access (hiking on designated trails only) concept within the Reserve area that allows public use and habitat conservation to coexist. The proposed Project seeks to aid in SKR conservation and improve SKR habitat by narrowing existing trails, installing new fencing, and preventing unauthorized use and dumping. The SKR HCP is primarily meant for SKR habitat conservation, but the plan also allows for passive recreational activities such as hiking and wildlife observation as an encouraged, managed activity. Access to trails will be controlled and enforced by daily patrol. Trails will be monitored for impacts to sensitive resources and continued use of trails will be subject to ongoing concurrence by the reserve management committee. Furthermore, by narrowing the width of the existing roads from 10 feet to 6 feet, additional SKR habitat adjacent to the trail will be created. Therefore, less than significant environmental impacts are anticipated.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the Project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>12a. Response: (Sources: Riverside County General Plan Multipurpose Open Space Element, Figure OS-6: Mineral Resource Zones; Riverside County General Plan)</p>				
<p>No Impact. Per Figure OS-6: Mineral Resource Zones from the County’s Multipurpose Open Space Element, the proposed Project site is located on lands designated Mineral Resource Zone Three (MRZ-3). Within MRZ-3, available geologic information suggests that mineral deposits exist, or are likely to exist; however, the significance of those deposits is unknown. While the proposed Project would be located in an area classified as MRZ-3, neither construction or operation of the proposed Project would result in the loss of availability of a known mineral resource. The development of the Project’s proposed trail network and amenities would occur on existing dirt roads/trails on the site and would only involve minor grading to level the site. Moreover, Riverside County does not contain any locally important mineral resource recovery sites. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource; no impacts would occur directly, indirectly, and cumulatively.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>12b. Response: (Source: Riverside County General Plan, Multipurpose Open Space Element)</p>				
<p>No Impact. As stated in the response to 12a above, the County of Riverside does not contain any locally important mineral resource recovery sites. Thus, no impacts to locally-important mineral resource recovery sites would occur.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the Project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>13a. Response: <i>(Source: Appendix D – Noise Technical Memorandum)</i></p>				
<p>Less than Significant Impact. Construction of the proposed Project would occur in a single phase over approximately 2 months. Construction equipment that will be used is not heavy equipment, but consists of motorized hand augers, hammering for fence posts (not pile driving), power drills and saws, skid-steer/bobcat, plate compactor, and flatbed trucks. It is anticipated that motorized augers and hammering would be used for approximately two (2) weeks for installation of the fencing posts. The skid-steer/bobcat would be used periodically for the two (2) months of construction as-needed. Flatbed trucks would only be on site four times over the construction period for material deliveries. Hand tools such as saws and drills would be used throughout construction.</p> <p>Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time each piece is in operation, condition of each piece of equipment, and number of pieces that would operate on the site. Construction equipment produce maximum noise levels when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operates under less than full power conditions, or part power. Typical construction equipment noise levels were obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model User’s Guide for the equipment to be used for this project with the exception of the skid-steer/bobcat which is a smaller piece of machinery than a front end loader, but as the noise level for this equipment is not provided in the reference the larger noise level for front end loader is referenced/used. The noise levels listed represent the A-weighted maximum sound level (Lmax), measured at a distance of 50 feet from the construction equipment.</p> <ul style="list-style-type: none"> • Ground/Plate Compactor - 80 dBA • Flat Bed Truck - 84 dBA • Front End Loader - 80 dBA <p>As outlined above, as the Project would result in sound emanating from facilities owned or operated by or for a governmental agency and the maintenance or repair of public properties, it is exempt from the Riverside County Municipal Code Noise Regulation. And per the Perris Municipal Code, it is unlawful for any person between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the city. Construction activities would occur between 7:00 a.m. and 3:30 p.m. during weekdays, which would be consistent with the County’s construction hour limits (between 7:00 a.m. and 7:00 p.m. Mondays through Fridays), and City of Perris’ construction hour limits (between 7:00 a.m. and 6:00 p.m. Mondays through Fridays).</p> <p>The proposed construction staging area, where the flat bed trucks will be used to deliver fencing materials and equipment, is located much greater than 50 feet from the nearest residences to the north and south along Forrest Road and due to the distance from these houses would not exceed 80 dBA at these locations. The proposed trail alignment where fencing will be installed and ground/plat compactor and small skid steer/bobcat equipment used (smaller and not as loud as a front end loader used for reference), is also much greater than 50 feet from the nearest houses on Forrest Road, even at it closest point to them. The chain link fence between the four residences along Forrest Road would remain in place and not be altered. Therefore, the equipment used to install fencing along the trail alignment would not exceed 80 dBA at the closest residences. Thus, the Project would be compliant with the City’s maximum construction noise limit of 80 dBA.</p> <p>Once operational, the Project would minimally generate additional vehicular trips because more people would be driving to the proposed Project area for recreational use of the trail. A slight increase in traffic on Forrest Road may occur because the proposed parking lot, located at the end of Forrest Road and beginning of the landfill driveway, is limited to 10 spaces. There would be increased foot traffic from trails users walking from the parking lot to the 1.2-mile trail loop and from use of the trail loop. However, noise generated by trail users, talking while walking if in groups of 2 people or more, would not be significant and would occur during daytime hours. Accordingly, the proposed Project would not contribute to a substantial permanent or temporary increase in ambient noise levels in the Project vicinity above existing conditions. Impacts would be less than significant in this regard and no mitigation measures are required.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13b. Response: (Source: Appendix D – Noise Technical Memorandum)				
<p>Less than Significant Impact. Construction activities such as blasting, pile driving, and extensive grading may be sources of groundborne vibration. However, these activities are not anticipated to be necessary during Project construction because the Project does not include grading and only involves installation of fencing and signage and delivery of materials on flat bed trucks. The only construction equipment with potential vibrational impacts to the residences would be the loaded flat bed trucks for delivery of materials and ground/plat compactor. The ground/plat compactors to be used are hand held machines and can be rented for home improvement projects, and would not exceed the vibration potential of loaded flat bed trucks. The flat bed trucks’ vibrational output would be well below the 0.2 inch-per-second PPV (peak particle velocity) where potential vibrational damage could occur. Furthermore, the flat bed trucks’ vibrational output would not be continuous or stationary, and, thus, would not significantly impact the residential structures. Overall, due to the short-term nature of these impacts at the closest sensitive receptors (residences along Forrest Road where fence installation will occur at the property line between the Preserve and the residences), construction related groundborne vibrational impacts will be less than significant.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13c. Response: (Sources: Google Maps, March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan)				
<p>Less than Significant Impact. The public airport nearest to the Project site is the Perris Valley Airport located approximately 4 miles southeast of the Project site. According to the Riverside County Airport Land Use Commission (ALUC), the Project is not located within the Perris Valley Airport Influence area. However, according to the Riverside ALUC, the Project site is located within the March Air Reserve Base/Inland Port Airport (MARB/IPA) Land Use Compatibility Plan (LUCP) Airport Influence Area Zone E: Other Airport Environs. Zone E is a low noise impact zone beyond the MARB/IPA 55-CNEL contour which may cause intrusive noise levels to some outdoor activities due to occasional overflights. Furthermore, Zone E is a low safety and airspace protection risk because it is within outer or occasionally used portions of flight corridors. Due to the site’s low risk of airport-related noise impacts, this Project poses a less than significant impact to contributing to excessive noise in the Project vicinity. Impacts related to airport noise are less than significant.</p>				
14. POPULATION AND HOUSING.				
Would the Project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14a. Response: (Source: Steele Peak Inaugural Trail Concept Design Plan)				
<p>No Impact. The proposed Project does not propose any new homes, businesses, or other facilities that would induce substantial unplanned population growth. The proposed Project would create recreational access while restoring a portion of the existing dirt roads for SKR habitat in the Steele Peak Reserve near the communities of Good Hope and Gavilan Hills. As a low-impact, non-motorized proposed trail, the proposed activities would not require new road construction, or any extension of infrastructure. Furthermore, the proposed Project would not induce significant job creation; day-to-day operations would be handled by a small staff, including a full-time patrol that would be present during hours of operation. The proposed Project would not induce population growth in the surrounding communities. Therefore, no impacts are anticipated.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14b. Response: (Source: Steele Peak Inaugural Trail Concept Design Plan)				
<p>No Impact. The proposed Project would be located on conservation property that is currently restricted to the public. None of the proposed Project activities would require the temporary or permanent removal or displacement of housing or persons. No impact is anticipated to occur under this criterion.</p>				
15. PUBLIC SERVICES.				
<p>Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p>				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15a. Response: (Source: Project Description)				
<p>No Impact. As discussed in the response to 14a above, the proposed Project would not induce substantial unplanned population growth in the surrounding area, either directly or indirectly. Therefore, the proposed Project would not generate increased demand for public services such as those related to fire protection, nor would the proposed Project generate the need for new or physically altered government facilities such as fire stations, the construction of which could cause significant environmental impacts. Since the proposed Project would not involve substantial unplanned population growth, no impacts are anticipated regarding fire protection.</p>				
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15b. Response: (Source: Project Description)				
<p>No Impact. As discussed in the response to 14a above, the proposed Project would not induce substantial unplanned population growth in the surrounding area, either directly or indirectly. Therefore, the proposed Project would not generate increased demand for public services such as those related to police protection, nor would the proposed Project generate the need for new or physically altered government facilities such as police stations, the construction of which could cause significant environmental impacts. Since the proposed Project would not involve substantial unplanned population growth, no impacts are anticipated regarding police protection.</p>				
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15c. Response: (Source: Project Description)				
<p>No Impact. As discussed in the response to 14a above, the proposed Project would not induce substantial unplanned population growth in the surrounding area, either directly or indirectly. Therefore, the proposed Project would not generate increased demand for schools, nor would the proposed Project generate the need for new or physically altered facilities such as schools, the construction of which could cause significant environmental impacts. Since the proposed Project would not involve substantial unplanned population growth, no impacts are anticipated regarding schools.</p>				
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15d. Response: (Source: Project Description)				
<p>No Impact. The proposed Project would provide a 1.2-mile sustainable trail loop with associated fencing and signage for the public to enjoy. The proposed Project would provide the first public access to natural open space with recreational</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>opportunities within 7 miles for the community of Good Hope, a disadvantaged community. Good Hope is a census-designated place comprising 11.2 square miles west of the City of Perris in unincorporated Riverside County, with a population of 9,192 in 2010 (U.S Census). RCHCA is excited to propose the first recreational park opportunity where there are zero park acres and zero parks per thousand people in the area by using a small portion of the Reserve land. Therefore, the proposed Project would in fact benefit the general public as it would provide access to recreational activities. No impact is anticipated to occur under this criterion.</p>				
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>15e. Response: (Source: Project Description)</p> <p>No Impact. As previously mentioned in the response to 14a above, the proposed Project would not induce substantial unplanned population growth in the surrounding area either directly or indirectly. Therefore, the proposed Project would not increase the use of public facilities such as libraries and community centers and hence no impacts would occur.</p>				
<p>16. RECREATION.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>16a. Response: (Sources: Project Description, Steele Peak Inaugural Trail Concept Design Plan)</p> <p>No Impact. The proposed Project would not directly or indirectly increase population or demand for park facilities. Instead, since the proposed Project is a trail, it would provide additional recreational opportunities. The proposed Project site is located in an unincorporated area of Riverside County. The surrounding community has limited access to parks and recreational areas, especially passive recreation. RCHCA and Alta staff attended two Mead Valley Municipal Advisory Committee Meetings in September and November 2019 where the community attendees were supportive of positive recreation opportunities for the area. Because the proposed Project would create new positive recreational opportunities for the community in accordance with the County's Master Trails Plan, the proposed Project is not anticipated to 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. Therefore, no impacts would occur.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>16b. Response: (Source: Steele Peak Inaugural Trail Concept Design Plan)</p> <p>Less than Significant Impact. The proposed Project would improve sensitive habitat in the surrounding area by discouraging unauthorized activities through the narrowing of existing roads, the creation of a fulltime patrol, and the establishment of formal recreational facilities (e.g., parking lot, interpretive signage, wayfinding, seating boulders). Examples of ongoing unauthorized activities that would be reduced through appropriate public usage include OHV use, illegal dumping, and vandalism. Informing the public of its role in protecting the resources within and adjacent to the Reserve would facilitate a shift from existing unauthorized activities to authorized recreational use of this conservation area. Consequently, the potential for the proposed Project to have an adverse physical effect on the environment would be less than significant.</p>				
<p>17. TRANSPORTATION</p>				
<p>Would the Project result in:</p>				
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17a. Response: (Sources: Project Description, Steele Peak Inaugural Trail Concept Design Plan)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>No Impact. The proposed Project would consist of a recreational trail that would be consistent with the SKR HCP, which includes passive recreational activities such as hiking and wildlife observation as an encouraged, managed activity. The proposed trail would be on existing dirt roads within the Steele Peak Reserve and the proposed 10-space parking area would be on Riverside County Department of Waste Resources property, northeast of the trail off of Forrest Road. Construction and operation of the proposed Project may result in a small number of localized trips to access the trail; however, these trips would be relatively nominal and would not significantly affect the existing circulation network in the proposed Project area. Implementation of the proposed Project would not include any temporary or permanent roadway encroachment or alterations that may conflict with existing or planned public transit, bicycle, or pedestrian facilities. No impacts would occur.</p>				
<p>b. Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>17b. Response: (Sources: Project Description, Steele Peak Inaugural Trail Concept Design Plan)</p>				
<p>Less than Significant Impact. Section 15064.3, subdivision (b) of the CEQA Guidelines provides the Criteria for Analyzing Transportation Impacts. As discussed in Section 15064.3(b.3), a qualitative analysis of construction traffic vehicle miles traveled (VMT) may be appropriate for activities such as the proposed Project. Temporary construction worker commute trips are assumed to come from the local area. Proposed Project construction activities are anticipated to be short-term due to the nature of the proposed Project; thus, a relatively low number of VMT during construction would not result in significant VMT under CEQA Guideline 15064.3(b). The proposed trail would increase low-impact, non-motorized outdoor recreation in open space conservation lands within the area. However, prohibited recreational use and access currently occurs in this area of the Steele Peak Reserve. Therefore, the net increase in VMT from any new/increased recreational use is not expected to be significant. Further, it is anticipated that the majority of trail users utilizing the proposed Project site would come from local areas, including the adjacent residential areas to the east and southeast of the site (from the communities of Good Hope and Gavilan Hills). Overall, while the proposed Project is anticipated to increase VMT from increased recreational use, the increase is not anticipated to be significant and would not conflict or be inconsistent with State CEQA Guidelines section 15064.3(b). Potential impacts would be less than significant.</p>				
<p>c. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17c. Response: (Sources: Project Description, Steele Peak Inaugural Trail Concept Design Plan)</p>				
<p>No Impact. The proposed Project would include a 10-space off-site trail parking area to the northeast of the proposed Project site. Access to the proposed trail parking area would utilize an existing dirt road on Forrest Road and would include new access control gates and fencing. The development of this trail/parking access area would not include features that would increase hazards, such as geometric design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). No impacts would occur.</p>				
<p>d. Result in inadequate emergency access</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>17d. Response: (Sources: Project Description, Steele Peak Inaugural Trail Concept Design Plan)</p>				
<p>No Impact. The proposed Project would not include any temporary or permanent roadway encroachment or alterations that would impede emergency vehicle access and flow. No impacts would occur.</p>				
<p>18. TRIBAL CULTURAL RESOURCES.</p> <p>Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p>				
<p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
resources as defined in Public Resources Code Section 5020.1(k), or				
18a. Response: (Source: Appendix C – Cultural Resources Assessment)				
<p>Less than Significant Impact with Mitigation Incorporated. Assembly Bill (AB) 52 was approved in 2014 and requires CEQA lead agencies that decide to undertake a project to provide formal notice to California Native American Tribes that requested to be on that agency’s notification list. No tribes contacted RCHCA to be consulted when AB 52 went into effect. Therefore, RCHCA was not required to consult with California Native American Tribes pursuant to AB 52 for this Project.</p> <p>A cultural resources record search was conducted for the proposed Project and found the proposed Project site has been partially subject to one previous cultural resources assessment, and no cultural resources have been identified within its boundaries. Although findings were negative for cultural resources on the surface of the project site during a reconnaissance-level cultural resources field survey, the records search results indicate that prehistoric archaeological resources have been identified in the records search area, within 1 mile of the Project area. There are numerous boulders in the proposed Project area with potential for prehistoric grinding slicks and for use as rock shelters, that could be tribal cultural resources, near or adjacent to the project alignments. As the Project could unearth unknown cultural resources/tribal cultural resources during minor grading activities and fence post installation, Mitigation Measure MM CUL-1 shall be implemented to reduce potential impacts to these resources to less than significant levels. An archaeological monitor would be present during any earthmoving activities proposed within the Project site boundaries, as included in Mitigation Measure MM CUL-1. The proposed Project is not anticipated to cause a substantial direct adverse change in the significance of a tribal cultural resource, and with implementation of MM CUL-1, potential impacts to accidentally discovered resources would further reduce potential impacts. Impacts would be less than significant with mitigation incorporated.</p>				
<p>b. 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.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18b. Response:				
Less than Significant Impact with Mitigation Incorporated. See Response 18a. above.				
19. UTILITIES AND SYSTEM SERVICES.				
Would the Project:				
<p>a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19a. Response: (Source: Project Description)				
<p>No Impact. The construction activities will only require nominal amounts of water and there are not improvements proposed that would require a long-term water source (i.e., drinking fountains or irrigation) for the Project. The proposed Project does not involve the use or installation of wastewater disposal systems or for stormwater drainage. The Project does not include any lighting or other electrical energy use for short term construction or long-term operations. No utilities or utility connections are needed or proposed for the Project. No impacts would occur.</p>				
<p>b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19b. Response: (Source: Project Description)				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>No Impact. The construction activities will only require nominal amounts of water and there are not improvements proposed that would require a long-term water source (i.e., drinking fountains or irrigation) for the Project. No water connections are needed or proposed for the Project. No impacts would occur.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>19c. Response: (Source: Project Description)</p> <p>No Impact. The proposed Project would not generate additional demand for wastewater. No amenities are being added to the trail system that would require demand on wastewater treatment. No impacts would occur.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>19d. Response: (Source: Project Description)</p> <p>Less than Significant Impact. The proposed project would not generate solid waste in excess of State or local standards. The project would have multiple trash receptacles for trail users to properly dispose of their trash. The amount of trash generated by trail users is anticipated to be minimal and not exceed State or local standards. Less than significant impact would occur.</p>				
<p>e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>19e. Response: (Source: Project Description)</p> <p>Less than Significant Impact. The proposed project would not generate solid waste in excess of State or local standards. The project would have multiple trash receptacles for trail users to properly dispose of their trash. The amount of trash generated by trail users is anticipated to be minimal and not conflict with regulations to reduce solid waste. Additionally, as part of the proposed Project a patrol would also be a presence to maintain and enforce illegal trash dumping. Less than significant impact would occur.</p>				
<p>20. WILDFIRE</p>				
<p>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</p>				
<p>a. Substantially impair an adopted emergency response plan or emergency evacuation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>20a. Response: (Source: Project Description)</p> <p>Less than Significant Impact. As discussed in the response to threshold 9f above, construction of the proposed Project would not block ingress or egress on any roadway. Trail network development, including construction of the proposed parking area, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Potential impacts would be less than significant.</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>20b. Response: (Source: Project Description)</p> <p>Less than Significant Impact. As discussed in Threshold 9g above, the proposed Project is located in an area identified as a State Responsibility Area/Federal Responsibility Area Very High/High/Moderate FHSZ. However, the Project includes</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
minimal construction activities in a minimally vegetated habitat. While the Project would likely increase recreational use, it would introduce formal trail use and a designated trailhead. This is expected to decrease the potential for fire ignition compared to current informal and illegal recreational use. Finally, the Project would not introduce new development or population increase and would not introduce a significant wildfire risk that could expose persons to pollutant concentrations from a wildfire. Less than significant impact would occur.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20c. Response: (Sources: Project Description, Steele Peak Inaugural Trail Concept Design Plan)				
Less than Significant Impact. As outlined in page 12 of the <i>Steele Peak Inaugural Trail Concept Design Plan</i> , trails will be designed in coordination with fire management planning and utilize existing roads and fire/fuel breaks to minimize new disturbance and fire risk. Therefore, the Project would not include any physical development and would not require installation or maintenance of associated infrastructure that may exacerbate fire risk. Existing Southern California Edison (SCE) utility poles located in the east-west connection between the parking area and the trail loop will continue to be maintained infrequently which may limit public access to the site less than once per year. SCE maintenance of their utility line occurs currently, and would not be affected or change as a result of the proposed Project. The proposed Project will not increase the maintenance by SCE, that could in turn exacerbate fire risk. Less than significant impact would occur.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20d. Response: (Source: Project Description)				
Less than Significant Impact. The proposed Project would not include any physical development and therefore would not 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. Currently, illegal uses of the site include high fire-risk behavior including off-roading and illegal dumping. This Project will narrow the access trail, establish fencing, and provide full-time patrol services which will inhibit illegal use and decrease fire risk. Less than significant impact would occur.				
21. MANDATORY FINDINGS OF SIGNIFICANCE.				
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 an endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21a. Response: (Sources: Checklist Above)				
Less than Significant Impact with Mitigation Incorporated. Although there are potential impacts to suitable coastal California gnatcatcher habitat, sensitive habitat, SKR, and nesting birds and raptors, the proposed Project is not expected to have the potential to substantially degrade the quality of the environment or reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plants or animals. Mitigation Measures MM BIO-1 through MM BIO-7 are required and will reduce potential impacts to biological resources to less than significant levels.				
As discussed herein, no cultural resources were identified within the Project site as a result of the records search and pedestrian survey. Also, the proposed trail would only require relatively minor surficial grading work along existing dirt roads for				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
pedestrian use, as well as along Forrest Road. As the Project could unearth unknown cultural/tribal cultural resources during minor grading activities and fence post installation, Mitigation Measure MM CUL-1 shall be implemented to reduce potential impacts to these resources to less than significant levels. An archaeological monitor would be present during any earthmoving activities proposed within the Project site boundaries, as included in Mitigation Measure MM CUL-1 . The proposed Project is not anticipated to eliminate important examples of the major periods of California history or prehistory and with the implementation of MM CUL-1 , potential impacts would be even further reduced. Therefore, impacts are less than significant with mitigation incorporated .				
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21b. Response: (Sources: Checklist Above)				
Less than Significant Impact with Mitigation Incorporated. The proposed Project’s trail proposal would not induce development as the improvements are intended to support pedestrian recreational use. All impacts associated with the trail have been analyzed, which concludes that impacts are less than significant and will not be cumulatively considerable. Potential impacts related to sensitive biological and cultural/tribal cultural resources have been found to be site-specific only and can be mitigated to less than significant levels with Mitigation Measures MM BIO-1 through MM-BIO-7 and MM CUL-1 . The proposed Project does not generate significant new traffic volumes or associated long-term air quality impacts as the Project will only add one employee, a full-time patrol, and minimal number of trail users, with the parking lot capacity of 10 vehicles. There are no surrounding development projects that, when considering the minor impacts related to this specific Project, would lead to any cumulatively considerable physical environmental impacts. Overall, no cumulative impacts are associated with the Project. Impacts would be less than significant with mitigation .				
c. Does the Project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
21c. Response: (Sources: Checklist Above)				
Less than Significant Impact. Effects on human beings were evaluated as part of this analysis of this document under the air quality, hazards and hazardous materials, noise, and traffic thresholds. Based on the analysis and conclusions in this document, the proposed Project will not cause substantial adverse effects directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are considered less than significant .				

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