



**DRAFT INITIAL STUDY AND MITIGATED  
NEGATIVE DECLARATION**

Santa Ana River Trail Project – 2, 2A, and 3A

April 2025

*Prepared for:*

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## Abbreviations

|          |                                          |
|----------|------------------------------------------|
| AB       | Assembly Bill                            |
| Act      | Endangered Species Act                   |
| ADA      | Americans with Disabilities Act          |
| ALUCP    | Airport Land Use Commission Plan         |
| AQMP     | Air Quality Management Plan              |
| BMP      | best management practice                 |
| CAAQS    | California Ambient Air Quality Standards |
| CAGN     | coastal California gnatcatcher           |
| CalOES   | California Office of Emergency Services  |
| Caltrans | California Department of Transportation  |
| CAP      | Community Air Protection                 |



|          |                                                                            |
|----------|----------------------------------------------------------------------------|
| CARB     | California Air Resources Board                                             |
| CCFD     | City of Corona Fire Department                                             |
| CCPD     | City of Corona Police Department                                           |
| CDC      | California Department of Conservation                                      |
| CEQA     | California Environmental Quality Act                                       |
| CGS      | California Geological Survey                                               |
| CNEL     | Community Noise Equivalent Level                                           |
| CNPS     | California Native Plant Society                                            |
| CNUSD    | Corona-Norco Unified School District                                       |
| CO       | carbon monoxide                                                            |
| CRHR     | California Register of Historical Resources                                |
| CRPR     | California Rare Plant Rank                                                 |
| CSS      | Coastal Sage Scrub                                                         |
| cy       | cubic yard                                                                 |
| dBA      | A-weighted decibel                                                         |
| DBESP    | Determination of Biologically Equivalent or Superior Preservation Addendum |
| DG       | decomposed granite                                                         |
| District | Riverside County Regional Park and Open-Space District                     |
| DPM      | diesel particulate matter                                                  |
| DSOD     | Division of Safety of Dams                                                 |
| DWR      | California Department of Water Resources                                   |
| EIC      | Eastern Information Center                                                 |
| EIR      | Environmental Impact Report                                                |
| eRED     | eligible renewable energy resource development                             |
| FHSZ     | Fire Hazard Severity Zone                                                  |
| FHWA     | Federal Highway Administration                                             |
| FPRA     | Final Paleontological Resources Assessment                                 |
| FTA      | Federal Transit Administration                                             |
| GHG      | greenhouse gas                                                             |
| IS       | Initial Study                                                              |
| LBV      | Least Bell's Vireo                                                         |
| LST      | localized significance threshold                                           |
| MBTA     | Migratory Bird Treaty Act                                                  |





|                    |                                                                                 |
|--------------------|---------------------------------------------------------------------------------|
| MLD                | Most Likely Descendant                                                          |
| MMRP               | Mitigation Monitoring and Reporting Program                                     |
| MND                | Mitigated Negative Declaration                                                  |
| MOU                | Memorandum of Understanding                                                     |
| MSHCP              | Multiple Species Habitat Conservation Plan                                      |
| MTCO <sub>2e</sub> | metric tons of carbon dioxide equivalent                                        |
| NAAQS              | National Ambient Air Quality Standards                                          |
| NAHC               | Native American Heritage Commission                                             |
| NOI                | Notice of Intent                                                                |
| NO <sub>x</sub>    | nitrous oxide                                                                   |
| NPDES              | National Pollutant Discharge Elimination System                                 |
| NRHP               | National Register of Historic Place                                             |
| OHP                | Office of Historic Preservation                                                 |
| OPR                | Office of Planning and Research                                                 |
| Pb                 | lead                                                                            |
| PM                 | particulate matter                                                              |
| PM <sub>10</sub>   | Particulate Matter with diameters that are generally 10 micrometers or smaller  |
| PM <sub>2.5</sub>  | Particulate Matter with diameters that are generally 2.5 micrometers or smaller |
| PPV                | Peak Particle Velocity                                                          |
| Project            | Santa Ana River Trail Project                                                   |
| RCF                | Riverside County Fire                                                           |
| RCNM               | Roadway Construction Noise Model                                                |
| RCSD               | Riverside County Sheriff's Department                                           |
| RTP/SCS            | Regional Transportation Plan/Sustainable Communities Strategy                   |
| RWQCB              | Regional Water Quality Control Board                                            |
| SART               | Santa Ana River Trail                                                           |
| SCAB               | South Coast Air Basin                                                           |
| SCAG               | Southern California Association of Governments                                  |
| SCAQMD             | South Coast Air Quality Management District                                     |
| SCE                | Southern California Edison Company                                              |
| SMART              | Stormwater Multiple Application and Report Tracking                             |
| SOP                | Standard Operating Procedure                                                    |
| SO <sub>x</sub>    | sulfur dioxide                                                                  |



|          |                                                                     |
|----------|---------------------------------------------------------------------|
| SR       | State Route                                                         |
| SRA      | Source Receptor Area                                                |
| SWPPP    | Storm Water Pollution Prevention Plan                               |
| SWRCB    | State Water Resources Control Board                                 |
| TMP      | Traffic Management Plan                                             |
| USACE    | U.S. Army Corps of Engineers                                        |
| USFWS    | United States Fish and Wildlife Service                             |
| VMT      | vehicle miles traveled                                              |
| VOC      | volatile organic compounds                                          |
| WRCMSHCP | Western Riverside County Multiple Species Habitat Conservation Plan |



# 1 Introduction

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

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

## 1.1 Incorporation by Reference

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

## 1.2 Responsible & Trustee Agencies and Agencies Consulted

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

- United States Army Corps of Engineers (Clean Water Act, Section 404 Permit)
- United States Fish & Wildlife Service (Endangered Species Act, Section 7 Consultation and Biological Opinion)
- California Department of Fish & Wildlife (Fish & Game Code, Section 1602 Permit)
- California Regional Water Quality Control Board – Santa Ana (Clean Water Act, Section 401 Permit)
- Riverside County Planning Department (General Plan and Zoning Compliance)
- County of Riverside Department of Building & Safety (Various discretionary permits, including grading, drainage, structural)
- Western Riverside County Regional Conservation Authority (Determination of Biologically Equivalent or Superior Preservation [DBESP])
- City of Corona (Various discretionary permits, including grading, drainage, structural)



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

This environmental document has been prepared consistent with the California Environmental Quality Act of 1970 (Public Resources Code, §§21000-21177) and the CEQA Guidelines (2024). This environmental document is intended to be used as a decision-making tool for the District in considering and acting on the proposed Project. Responsible and Trustee Agencies (i.e., regulatory agencies) may elect to use this environmental analysis for discretionary actions associated with the implementation of the proposed Project.

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

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

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

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

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

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



1 Introduction

- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

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

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

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

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

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

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

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

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



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## 2 Project Description

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

### 2.1 Project Location

The proposed Project is largely planned to be constructed within the Prado Dam Flood Control Basin area of the Santa Ana River in unincorporated Riverside County, California. A portion of the proposed Project would be constructed within and/or immediately adjacent to areas under the jurisdiction of the City of Corona or its Sphere of Influence. Both the Prado Dam Flood Control Basin and City of Corona are located approximately 26 miles east of the Pacific Ocean and 35 miles southeast of downtown Los Angeles. The proposed Project site is located within the northwestern portion of Riverside County at the juncture of the administrative boundaries of Riverside, San Bernardino, and Orange counties and south and southeast of the City of Corona's jurisdictional boundaries. Figure 1: Project Location Map shows the general location of the SART Phases 2, 2A and 3A in relation to the region.

The east and west improvement limits of the proposed Project extend from approximately Rincon Street to the east to Auto Center Drive to the west and are shown in Figure 2: Project Location Aerial Photo Map. As shown in Figure 2, the proposed Project intersects with Rincon Street, Butterfield Drive, and Auto Center Drive. The Project limits are the Prado Dam Flood Control Basin area to the north, State Route (SR) 91 to the south, Rincon Street to the east, and SR-71 to the west. Access to the Project site is via regional freeways (SR-91 and SR-71) and local roads (Rincon Street, Butterfield Drive, Auto Center Drive, and Corydon Street).

### 2.2 Project Background and History

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



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2 Project Description

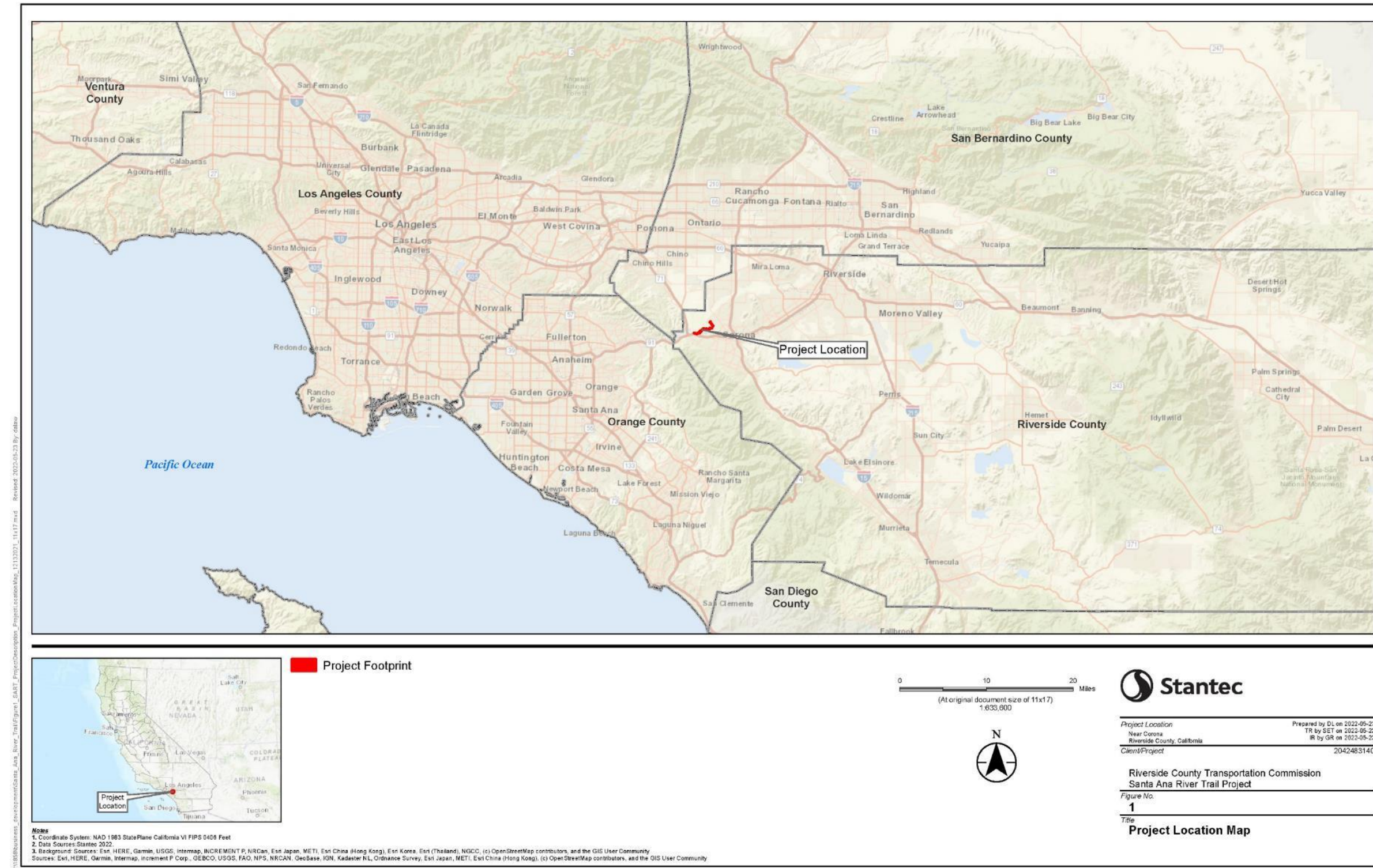


Figure 1. Project Location Map



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2 Project Description

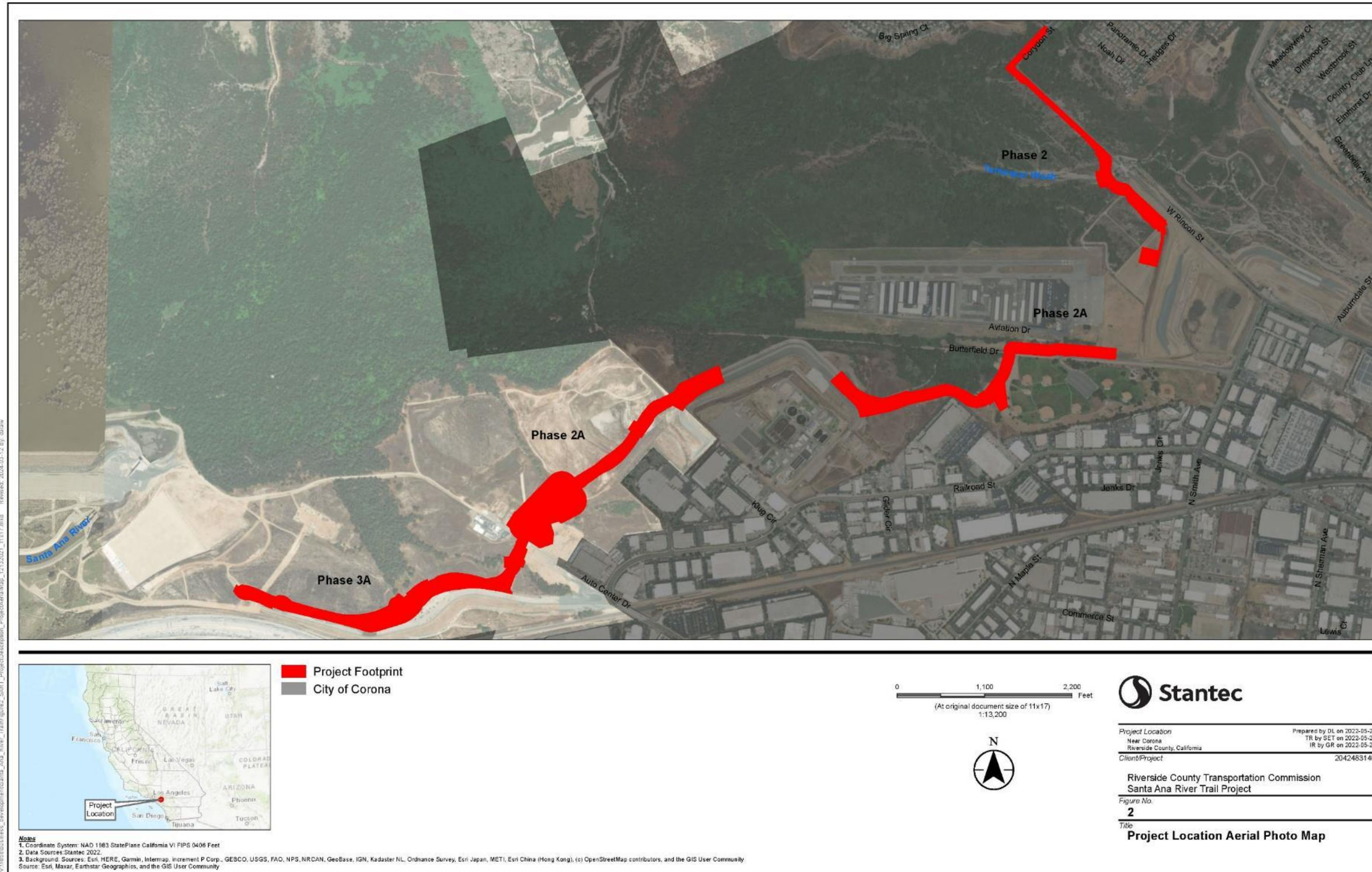


Figure 2. Project Location Aerial Photo Map



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2 Project Description

The SART is a multi-use trail complex that runs alongside the Santa Ana River. When completed, it will be the longest multi-use trail in Southern California, spanning over 100 miles between San Bernardino and Orange counties. As envisioned, the trail connecting San Bernardino, Riverside, and Orange counties would be a dual-track trail consisting of 1) paved Class I and Class II Bikeways for bicyclists and pedestrians and 2) decomposed granite (DG) surfaced riding and hiking trail for equestrians, mountain bicyclists, and hikers and would be non-motorized. The SART is currently 60 percent complete. When finished it will extend from the San Bernardino County National Forest to the Pacific Ocean at Huntington Beach where the trail ends. There are currently two gaps in the trail: from Green River in Orange County to Hidden Valley Wildlife area in Riverside County; and from Waterman Avenue in San Bernardino to the National Forest boundary line near unincorporated Mentone. The SART Phases 2, 2A and 3A would assist in closing a portion of the Green River Trail gap. The proposed Project is intended to facilitate the expansion of the existing SART network by planning and designing 2.79 miles of a dual-track Class I multi-use path/natural surface trail that would be constructed largely within the Prado Dam Flood Control Basin and a portion of the City of Corona. Once constructed, the trail would be Americans with Disabilities Act (ADA) compliant and follow the California Department of Transportation (Caltrans) Highway Design Manual guidance for bicycle paths. It would also comply with County of Riverside and City of Corona Municipal Code requirements.

## **2.3 Project Characteristics**

### **2.3.1 Construction**

The proposed Project would construct three (3) new trail segments (Phases 2, 2A, and 3A). These trail segments include the following lengths and are shown in Figure 3a: Site Plan, Figure 3b (Plan Sheet 1), Figure 3c (Plan Sheet 2), Figure 3d (Plan Sheet 3), and Figure 3e (Plan Sheet 4):

- Phase 2: 3,450 feet
- Phase 2A: 7,231 feet
- Phase 3A: 4,046 feet



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2 Project Description

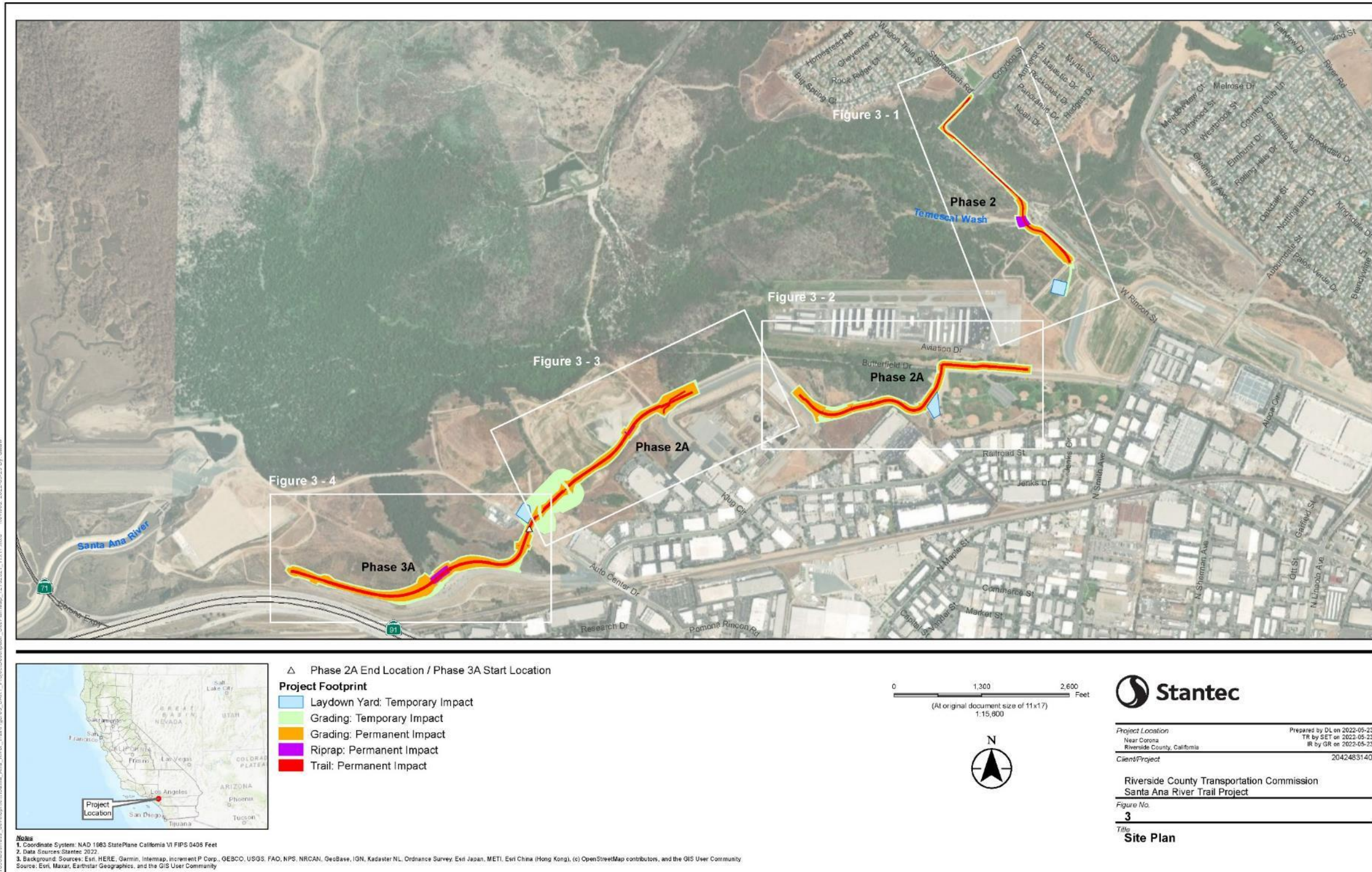


Figure 3a. Site Plan



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2 Project Description

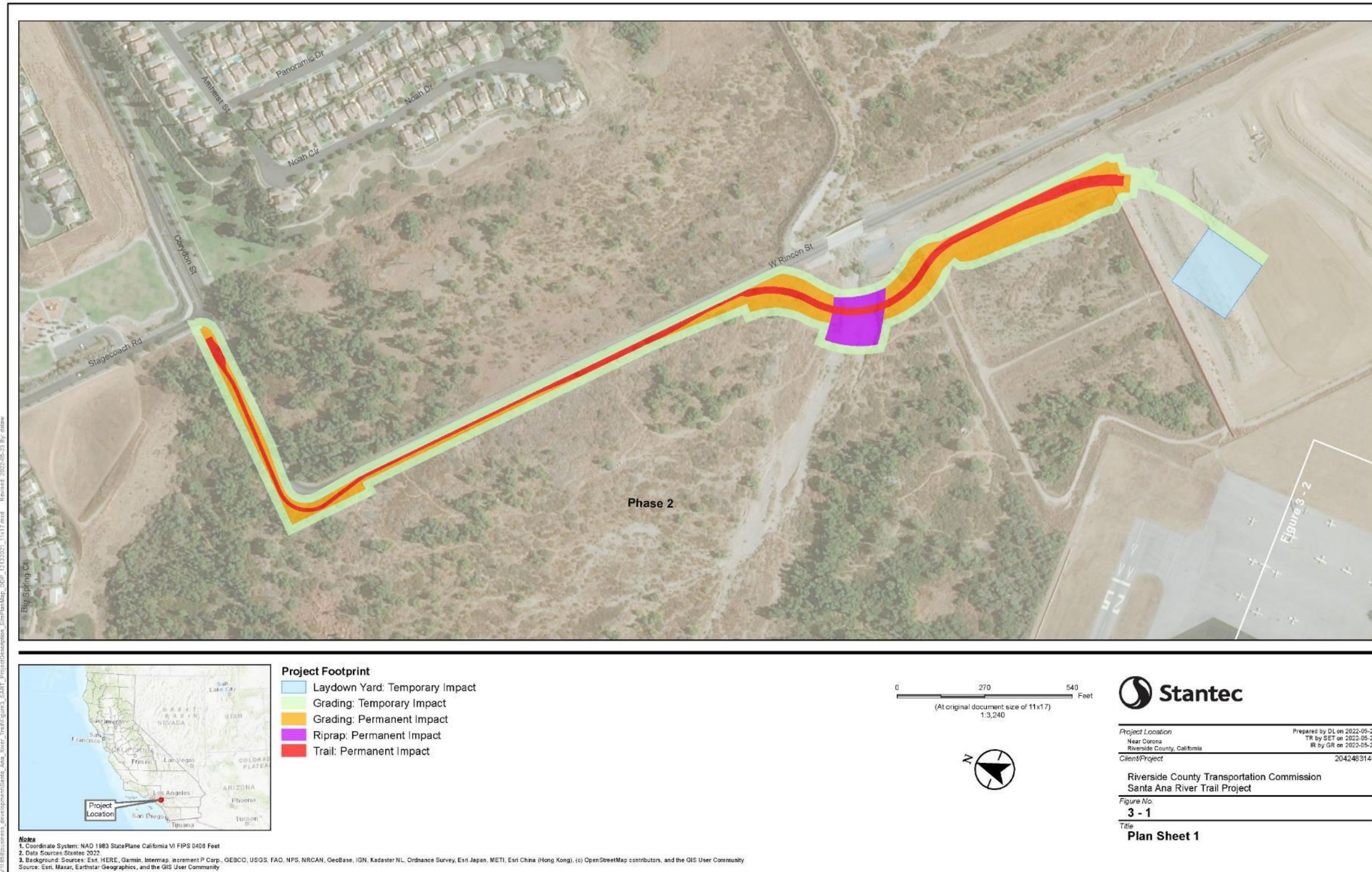


Figure 3b. Plan Sheet 1



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2 Project Description

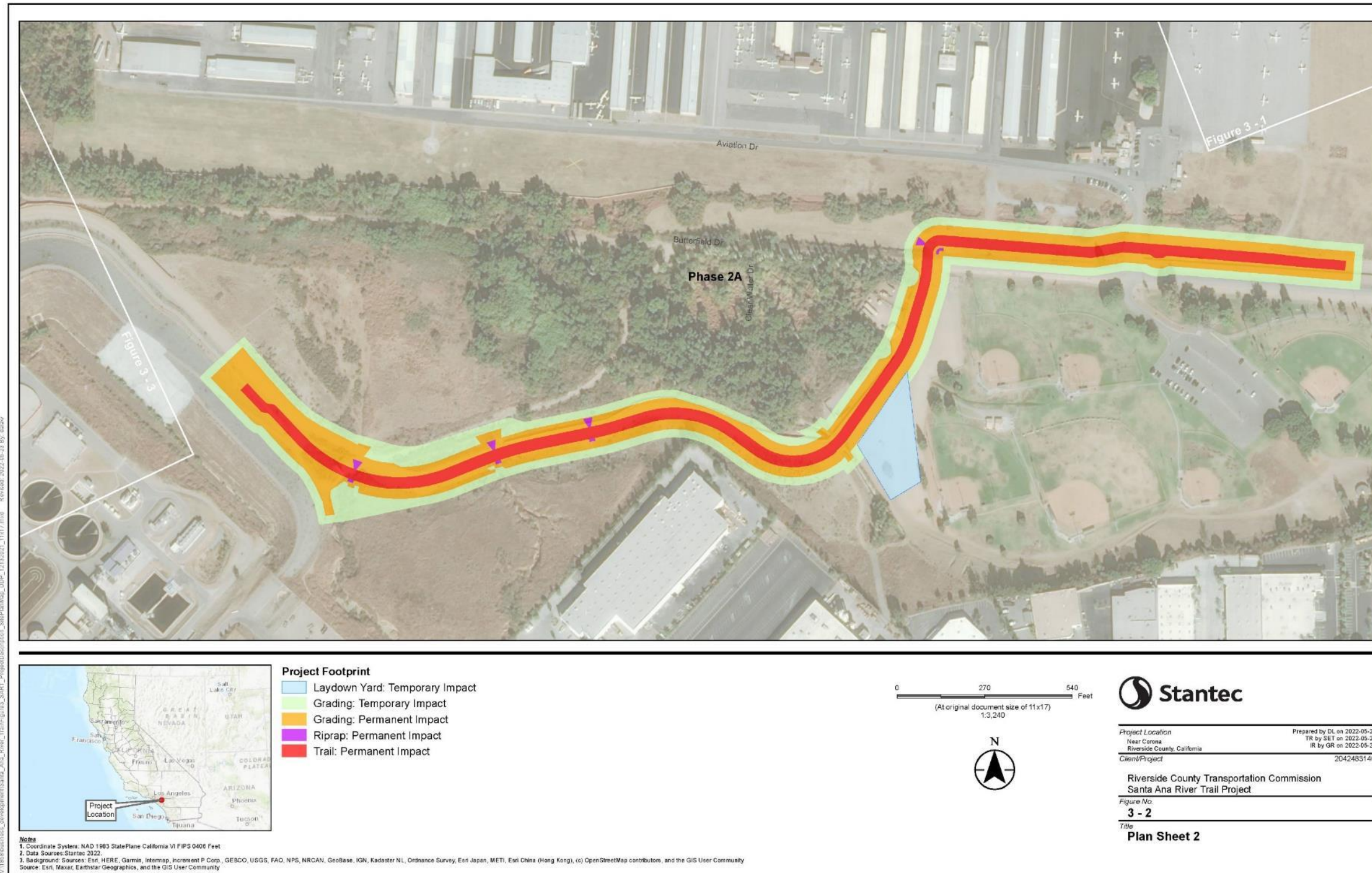


Figure 3c. Plan Sheet 2



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2 Project Description

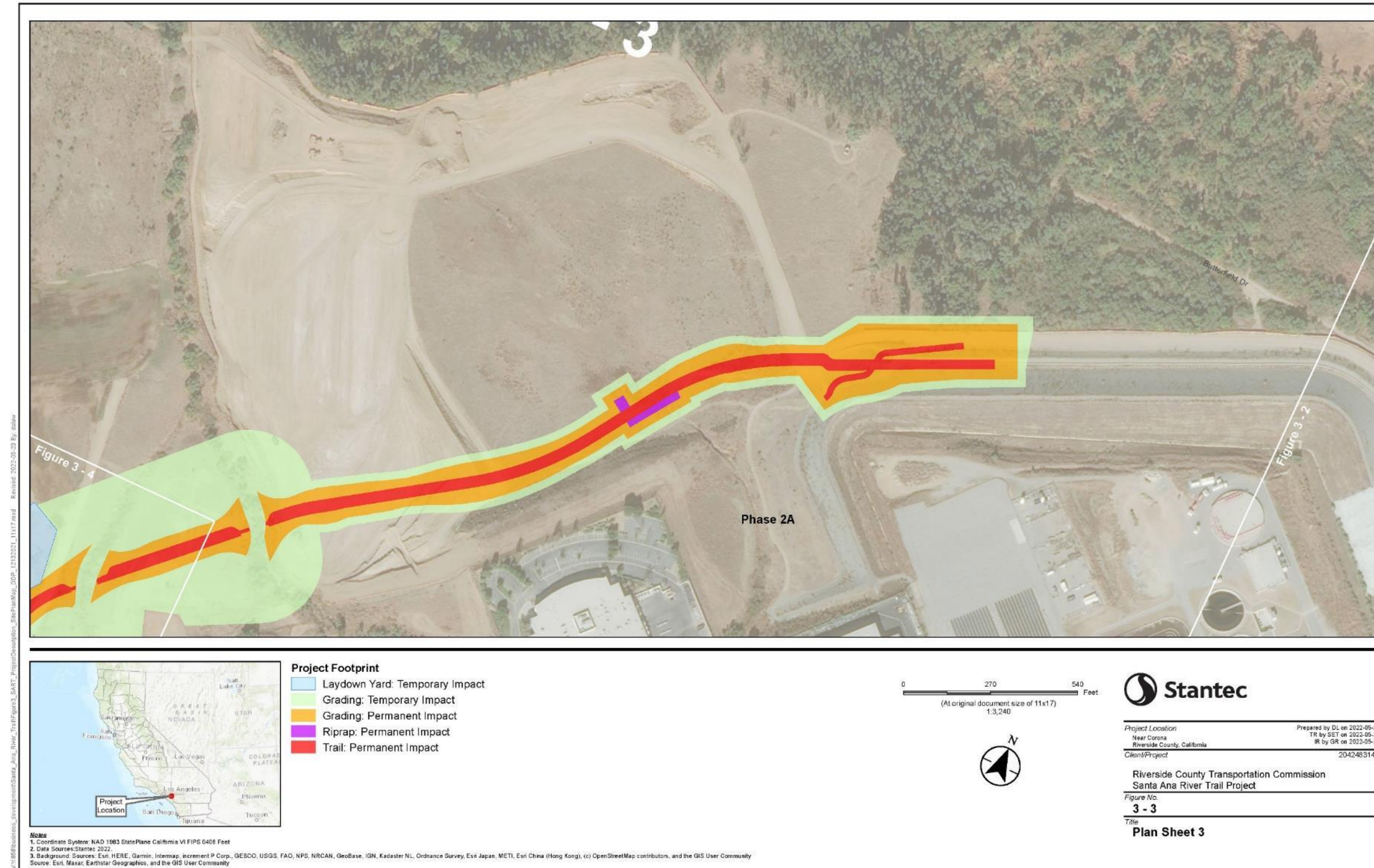


Figure 3d. Plan Sheet 3



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2 Project Description

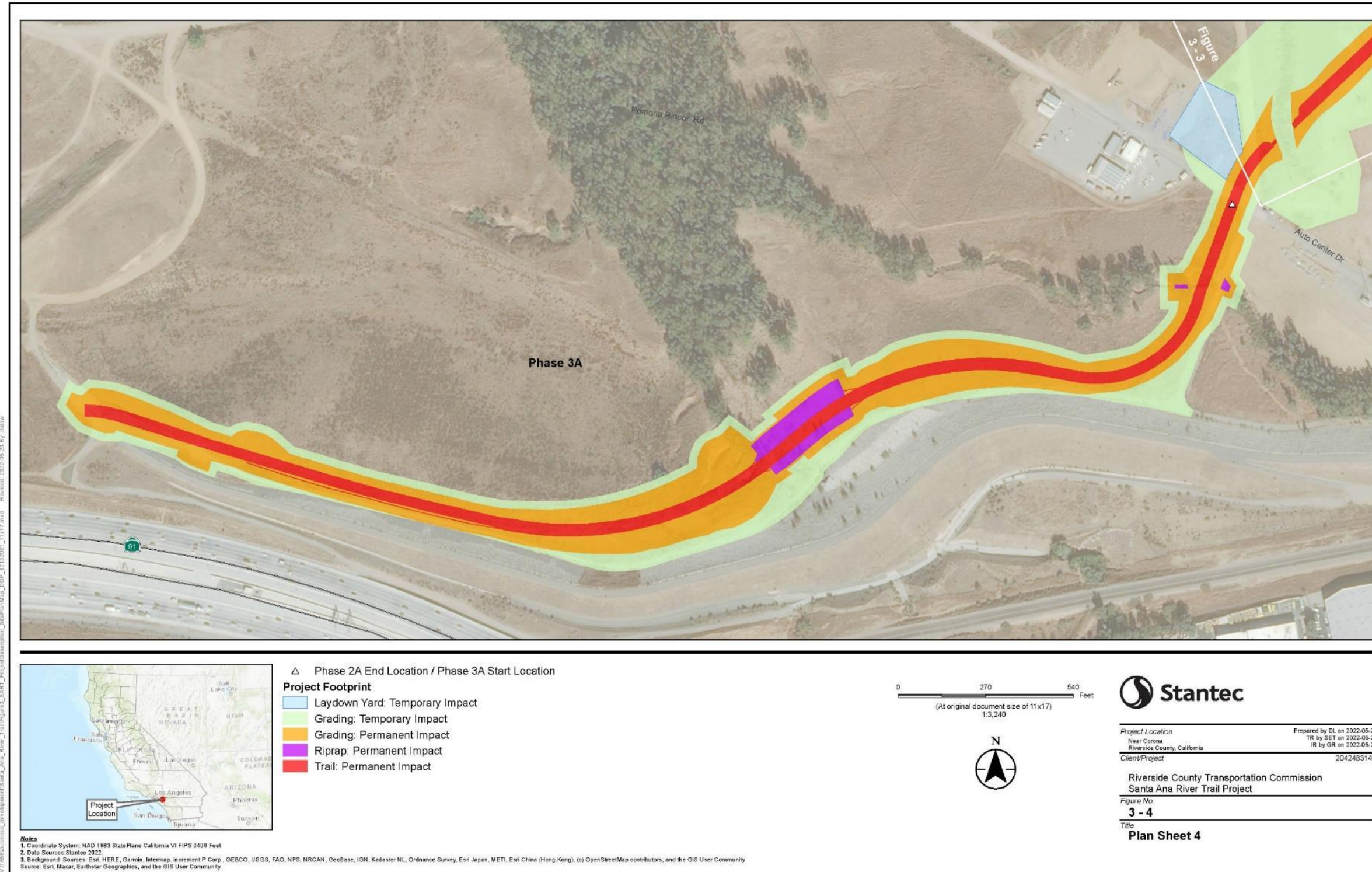


Figure 3e. Plan Sheet 4



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2 Project Description

Figure 4: Typical Bridge and Trail Sections, shows the typical bridge and trail sections that would be utilized to construct these components.

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

- Class I bicycle path with pedestrian and equestrian path separated by a split rail fence with a general design, as follows:
- 8- to 10-foot bicycle path travel way with 2-foot shoulders
- 5 percent max slope
- 2 percent max crossfall path and shoulder slopes
- Minimum 2:1 foot slope ratio for cut/fill slopes
- Signage and striping along the trail
- Implementation of drainage improvements
- Application of native hydroseed mix along slope areas of the new trail phases

At constrained locations such as bridge crossings, the Class I multi-use path and natural surface trail would merge into a combined paved trail and be shared by all users. The combined paved trail would accommodate bicyclists, equestrians, hikers, and pedestrians and would be approximately 11 feet wide on the bridge locations and approximately 20 feet wide at the Temescal Wash crossing. A combined paved trail will also be required along West Rincon Street and Corydon Street within Phase 2 due to right-of-way constraints and existing Southern California Edison (SCE) overhead powerlines.

Figure 3a shows the proposed trail alignment footprint, including laydown yards, proposed grading (temporary and permanent), riprap locations, and permanent trail impacts.

### **2.3.1.1 Drainage Crossings/Bridge Types**

In Phase 2, a box culvert extending approximately 50 feet across Temescal Wash is proposed. Clear-span bridges ranging in length from about 100-feet to 180-feet would be used to cross two un-named drainages located in Phase 2A. To protect the trail as it crosses drainages, riprap would be installed in various locations along the alignment and is shown in Figure 5: Riprap Locations. Table 1: Preliminary Riprap Quantities shows the estimated quantities by trail phase. Assuming a typical tandem-axle dump truck with an average payload capacity of 14 cubic yards (cy), import of riprap would be expected to generate approximately 448 truck trips.



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2 Project Description

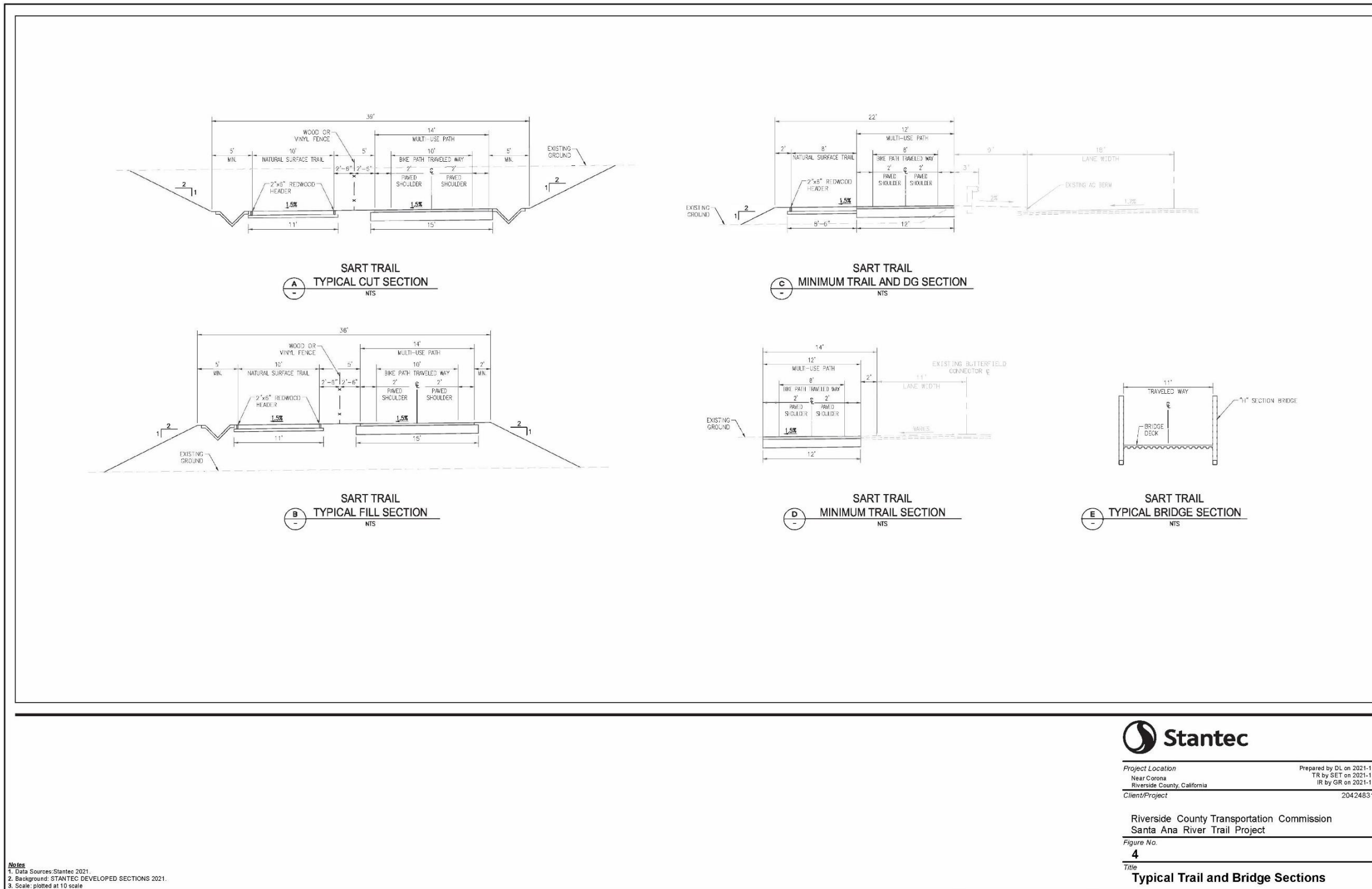


Figure 4. Typical Trail and Bridge Sections



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2 Project Description

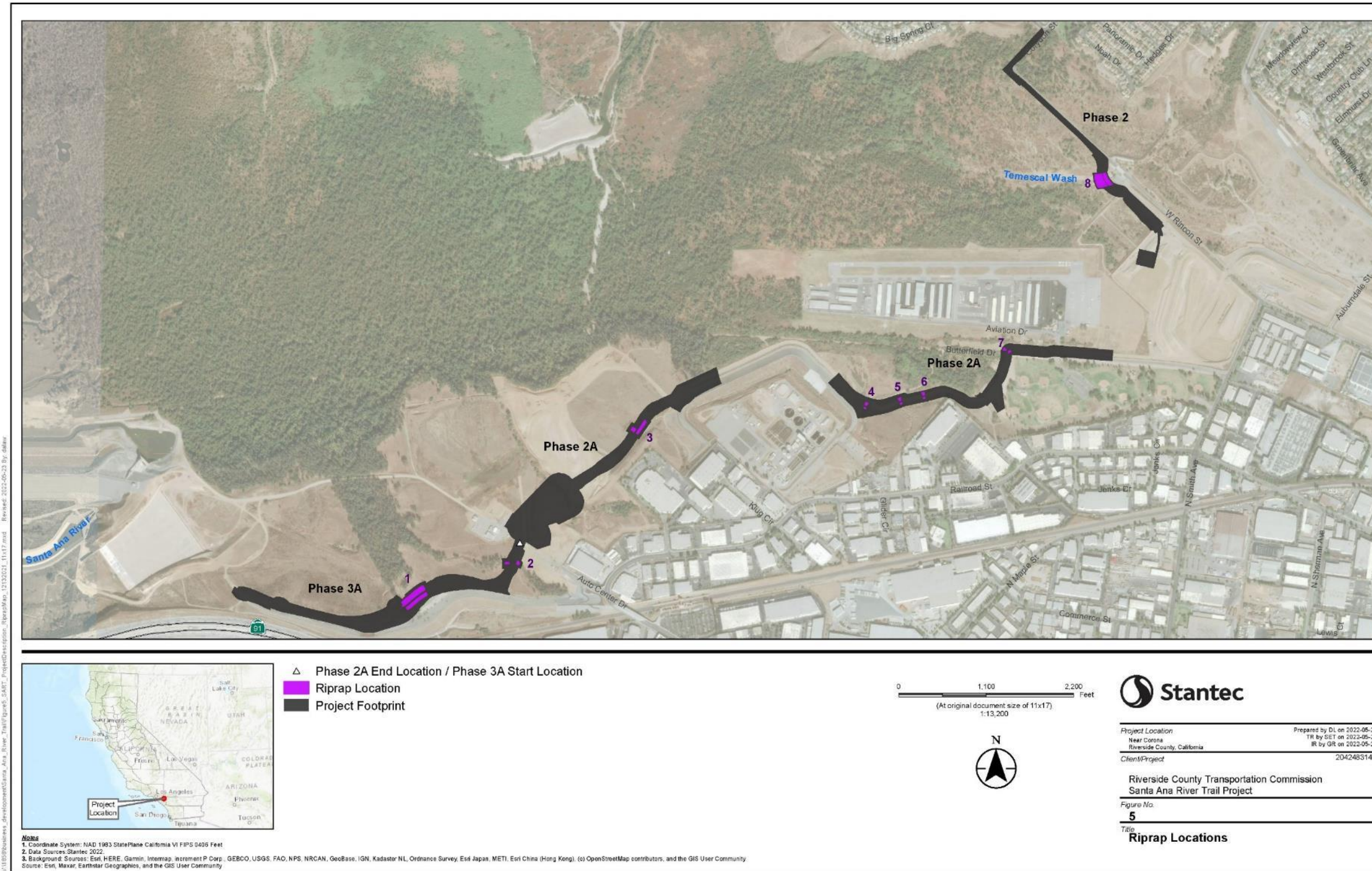


Figure 5. Riprap Locations



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2 Project Description

**Table 1. Preliminary Riprap Quantities**

| <b>Phase, Riprap Location</b>     | <b>Riprap Quantity (square feet)</b> | <b>Riprap Quantity (cubic yards)</b> |
|-----------------------------------|--------------------------------------|--------------------------------------|
| Phase 3A, Riprap Location 1       | 7,670                                | 855                                  |
| Phase 3A, Riprap Location 2       | 12,460                               | 1,840                                |
| Phase 2A west, Riprap Location 3  | 7,420                                | 1,125                                |
| Phase 2A west, Riprap Location 4+ | 680                                  | 115                                  |
| Phase 2A west, Riprap Location 5  | 4,165                                | 610                                  |
| Phase 2A west, Riprap Location 6  | 8,485                                | 945                                  |
| Phase 2A east, Riprap Location 7  | 5,330                                | 725                                  |
| Phase 2A east, Riprap Location 8  | 3,400                                | 470                                  |
| Phase 2A east, Riprap Location 9  | 265                                  | 35                                   |
| Phase 2, Riprap Location 10       | 2,315                                | 125                                  |
| <b>Total</b>                      | <b>52,190</b>                        | <b>6,845</b>                         |

Source: Stantec Consulting Services Inc. 2023

From: DBESP = Determination of Biologically Equivalent or Superior Preservation Addendum

**2.3.1.2 Trail Access**

Trail access to each of the Phases would be achieved as follows:

- Phase 2—Stagecoach Road / Corydon Street (Stagecoach Park area) and Rincon Street/Smith Avenue (Corona Airport area)
- Phase 2A—Auto Center Drive (western portion of trail) and Butterfield Drive (eastern portion of trail)
- Phase 3A—Auto Center Drive / Railroad Street

**2.3.1.3 Earthwork Estimates**

Estimated earthwork calculations are presented in Table 2: Preliminary Grading Quantities. As noted below, a total of approximately 65,513 cy of cut and a total of approximately 46,926 cy of fill would occur, resulting in a total of approximately 16,585 cy of remaining soil that would be exported off-site to a landfill or other permitted location. Therefore, assuming a typical tandem-axle dump truck with an average payload capacity of 14 cy, export would be expected to generate approximately 1,185 truck trips to remove the remaining 16,585 cy of soil.



**Table 2. Preliminary Grading Quantities**

| Trail Phase  | Raw Earthwork<br>(cubic yards) |               |                |
|--------------|--------------------------------|---------------|----------------|
|              | Cut                            | Fill          | Net            |
| 3A           | 48,313                         | 12,785        | -35,527        |
| 2A           | 13,904                         | 24,735        | 10,831         |
| 2            | 1,295                          | 9,406         | 8,111          |
| <b>Total</b> | <b>65,513</b>                  | <b>46,926</b> | <b>-16,585</b> |

Source: Stantec Consulting Services Inc. 2024

#### **2.3.1.4 Construction Vehicle Access**

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

#### **2.3.1.5 Construction Vehicle and Material Laydown**

Construction vehicle and materials staging/laydown would be identified pending finalization of design and construction documents and would largely be determined by the contractor. However, it is anticipated that these areas would include only public property and no private property would be required. Figure 3a shows the location of proposed staging/laydown areas.

#### **2.3.1.6 Utilities**

Table 3: Existing Utilities Which May Require Relocation and/or Modifications describes the existing utilities known to be located within the proposed Project area and which may require relocation and/or modifications.





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**Table 3. Existing Utilities Which May Require Relocation and/or Modifications**

| Owner                                        | Utility                  | Location         | Adjustment Required?          | Relocation Required? | Description                                            |
|----------------------------------------------|--------------------------|------------------|-------------------------------|----------------------|--------------------------------------------------------|
| Southern California Edison                   | Overhead power lines     | Phase 2          | Potential guy wire/guy anchor | No                   | Guy wires may need to be adjusted to accommodate trail |
| SoCalGas                                     | Gas pipeline             | Phases 2A and 3A | No                            | No                   | —                                                      |
| City of Corona Department of Water and Power | Recycled Waterline       | Phase 2          | Yes                           | Yes                  | Waterline appurtenance will be relocated/adjusted      |
| Santa Ana Watershed Project Authority        | Inland Empire Brine Line | Phase 2A         | No                            | No                   | —                                                      |

Source: Stantec Consulting Services Inc. 2023

**2.3.2 Operations and Maintenance**

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

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

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



decided upon hours of operation of the trail at this point in time. These will be posted on the trail via signage, once known.

## **2.4 Project Schedule**

The proposed Project schedule is as follows:

- Phase 2-Construction to begin in September 2025 and end in September 2026
- Phase 2A-Construction to begin in September 2025 and end in January 2026
- Phase 3A-Construction to begin in September 2025 and end in January 2026



3 Impact Analysis

### 3 Impact Analysis

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

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

#### 3.1 Evaluation and Environmental Impacts

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

For the checklist, the following designations are used:

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



**3.2 Aesthetics**

Except as provided in Public Resources Code Section 21099:

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

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

The topography of the project site and immediate environs is varied and contains both natural and urban infrastructure (e.g., Prado Dam, Corona Municipal Airport, Butterfield Park, light industrial land uses). Both on and off-site views are generally limited to street-level and do not afford expansive or scenic views or vistas of the surrounding area due to elevation and intervening vegetation. A review of the County of Riverside General Plan (Temescal Canyon Area Plan) and City of Corona General Plan did not identify any scenic vistas or corridors contained in the Project site. Therefore, the proposed Project would not have an impact on a scenic vista and no mitigation measures are required.

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

A review of Caltrans State Scenic Highway System Map indicates that two designated scenic highways (SR-71 and SR-91) are located adjacent to the Prado Dam in which a portion of the proposed Project is located. However, views from these roadways of the Prado Dam area are



3 Impact Analysis

obscured due to their lower elevation and adjacent large berms (up to 80 feet high) that parallel the roadways. Therefore, views are restricted and largely limited to the dam face and not the interior of the dam area and as such, the proposed trail would not be visible from these roadways. Potential impacts would be less than significant and no mitigation measures are required.

- c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (No Impact)**

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

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

The Prado Dam area is largely absent of lighting due in part to its sensitive habitats and wildlife. No new lighting is proposed as part of the proposed Project. Building materials used in the surrounding area and on-site are largely comprised of cement panels and other common materials with glass utilized to provide natural light to the interiors of the buildings. The proposed Project does not propose the use of reflective materials. Therefore, the proposed Project would not result in the creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area and no mitigation measures are required.



### 3.3 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and Farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

| <b>Would the project:</b>                                                                                                                                                                                                                                                                | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?                                           |                                       |                                                           |                                     | X                |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?                                                                                                                                                                                                     |                                       |                                                           |                                     | X                |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production as defined by Government Code Section 51104(g)? |                                       |                                                           |                                     | X                |
| d) Result in loss of forest land or conversion of forest land to non-forest use?                                                                                                                                                                                                         |                                       |                                                           |                                     | X                |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, or conversion of forest land to non-forest use?                                                                           |                                       |                                                           |                                     | X                |



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

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

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

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

**c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? (No Impact)**

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

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

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

**e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (No Impact)**

See responses a through d above. Therefore, the proposed Project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. Based upon the analysis in this section, no impacts would result, and no mitigation measures are required.



### 3.4 Air Quality

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

| <b>Would the project:</b>                                                                                                                                                                         | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?                                                                                                                   |                                       |                                                           | X                                   |                  |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? |                                       |                                                           | X                                   |                  |
| c) Expose sensitive receptors to substantial pollutant concentrations?                                                                                                                            |                                       |                                                           | X                                   |                  |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?                                                                                 |                                       |                                                           | X                                   |                  |

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

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

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

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





3 Impact Analysis

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

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

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

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

Construction activities associated with the proposed Project would result in emissions of criteria pollutants due to the use of off-road equipment, heavy-duty haul trucks, and employee commutes to and from the Project site. In addition, fugitive dust would be generated from earth-moving activities. Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. Project construction emissions were estimated using CalEEMod Version 2022.1.1.22. The SCAQMD has adopted mass daily thresholds of significance for criteria pollutants to determine the significance of a project's potential air quality impacts. The estimated criteria pollutant emissions associated with Project construction as compared to the SCAQMD mass thresholds of significance are presented in Table 4: Construction Criteria Pollutant Emissions Compared to South Coast Air Quality Management District Mass Thresholds.



**Table 4. Construction Criteria Pollutant Emissions Compared to South Coast Air Quality Management District Mass Thresholds**

|                                         | Emissions (pounds per day) |                 |                 |            |                  |                   |           |
|-----------------------------------------|----------------------------|-----------------|-----------------|------------|------------------|-------------------|-----------|
|                                         | VOC                        | NO <sub>x</sub> | SO <sub>x</sub> | CO         | PM <sub>10</sub> | PM <sub>2.5</sub> | Pb        |
| Project Construction                    | 3.55                       | 37.55           | 0.12            | 38.52      | 7.47             | 2.40              | –         |
| <b>SCAQMD Threshold of Significance</b> | <b>75</b>                  | <b>100</b>      | <b>150</b>      | <b>550</b> | <b>150</b>       | <b>55</b>         | <b>3</b>  |
| <b>Exceed Threshold?</b>                | <b>No</b>                  | <b>No</b>       | <b>No</b>       | <b>No</b>  | <b>No</b>        | <b>No</b>         | <b>No</b> |

Source: CalEEMod Version 2022.1.122

In accordance with SCAQMD methodology, projects that do not exceed the established mass daily threshold values do not add significantly to a cumulative air quality impact. As shown in Table 4, proposed Project construction emissions would fall below SCAQMD mass daily thresholds.

Because the proposed Project’s emissions would not exceed SCAQMD thresholds, it would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, and the potential impact would be less than significant and no mitigation measures are required.

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

Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutant. Land uses identified to be sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors are the single-family residences located north and east of the Phase 2 Project footprint, with the closest approximately 385 feet (120 meters) away.

The SCAQMD has adopted LSTs for nitrous oxide, carbon monoxide, PM<sub>10</sub>, and PM<sub>2.5</sub>. The LSTs are intended to represent the maximum emissions from a project that would not cause or contribute to an exceedance of the CAAQS or NAAQS, and were developed based on the ambient concentrations of each criteria pollutant at specific source receptor areas. It is noted that the use of LSTs is a voluntary approach to analysis and may implemented at the discretion of local agencies (SCAQMD 2008a). Projects that generate emissions that are below the applicable LSTs for the site receptor area are not expected to expose sensitive receptors to substantial concentrations of criteria pollutants. As shown in Table 5: Construction Criteria Pollutant Emissions Compared to SCAQMD LSTs, the Project’s construction emissions would be below the applicable LSTs.



**Table 5. Construction Criteria Pollutant Emissions Compared to SCAQMD LSTs**

|                          | Emissions (pounds per day) |              |                  |                   |
|--------------------------|----------------------------|--------------|------------------|-------------------|
|                          | NO <sub>x</sub>            | CO           | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Project Construction     | 37.55                      | 38.52        | 7.47             | 2.40              |
| <b>SCAQMD LST</b>        | <b>211</b>                 | <b>1,853</b> | <b>32</b>        | <b>9</b>          |
| <i>Exceed Threshold?</i> |                            |              |                  |                   |

Source: CalEEMod Version 2022.1.1.22

Note: The Project site is located within Source Receptor Area Zone 22. The LSTs above are for SRA No. 22 and a receptor distance of 100 meters, and conservatively assuming a 1-acre disturbance area.

Fugitive dust would be generated during Project construction and, specifically, earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the Project site. Additionally, SCAQMD Rule 403, Fugitive Dust, limits the discharge of PM emissions and establishes Best Available Control Measures that are applicable to all construction activities (SCAQMD 2005). Consistent with the SCAQMD Best Available Control Measures, the Project would be required to use water trucks to stabilize soils. Moreover, as demonstrated in Table 5, total PM<sub>10</sub> emissions, which include fugitive dust emissions, from construction would not exceed the applicable LST.

Exposure to diesel particulate matter (DPM) from diesel vehicles and off-road construction equipment can result in health risks to nearby sensitive receptors. While the proposed Project would involve the use of diesel-fueled vehicles and off-road equipment, construction would be temporary. In addition, as demonstrated in Table 4 and Table 5, proposed Project construction would result in emissions below the SCAQMD thresholds for criteria pollutant emissions, which includes particulate matter. Moreover, the California Air Resources Board (CARB) indicates that DPM emissions dissipate rapidly from the source, especially within the first 300 feet from the source (CARB 2005). As the nearest receptors are approximately 385 feet away, the concentration of DPM at the nearest receptors would be substantially reduced, and construction of the Project would not result in an increase in health risks due to exposure to DPM.

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

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

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



Construction activities associated with the proposed Project could result in short-term odorous emissions from diesel exhaust associated with diesel-fueled equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. Furthermore, SCAQMD regulates objectionable odors through Rule 402, Nuisance (SCAQMD 1976). Thus, although not anticipated, if odor complaints are made during implementation of the proposed Project, the SCAQMD would ensure that such odors are addressed, and any potential odor effects are minimized or eliminated.

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



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**3.5 Biological Resources**

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



Appendix C (Biological Resources Technical Report), Appendix D (Aquatic Resources Survey Report), and Appendix E (Determination of Biologically Equivalent or Superior Preservation [DBESP] and Addendum) of this IS/MND include the results of the biological resources contained within the Project site and which are summarized below. The DBESP, and subsequent addendum were developed to determine the impacts the proposed Project would have on species, habitats, and biological resources covered by the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP; MSHCP).

### 3.5.1 WRCMSHCP & DBESP Compliance Overview & Determination

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

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

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

The Proposed Project is anticipated to impact MSHCP Riverine/Riparian resources; therefore, the MSHCP requires an Addendum to the approved 2018 DBESP analysis previously approved by the USFWS and CDFW in August 2018 (USFWS and CDFW 2018). As noted in Appendix E of this IS/MND, the analysis determined that the proposed Project was in compliance with both the MSHCP and DBESP. Briefly, it noted that the proposed Project will result in less permanent impacts than previously approved; therefore, the mitigation contemplated by the 2018 DBESP will fulfill the mitigation requirements for the Proposed Project. Temporary impacts are higher than previously approved, and include laydown yards, placement of rock riprap, and anticipated equipment turn-around areas. In addition, based upon coordination with the USACE, some slope areas would be revegetated with native plant species. These areas would need to be determined during final design and would be based upon USACE coordination, since portions of the trail alignment have vegetation restrictions, due to flood control considerations.



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

### **3.5.2 Special-Status Plant Species**

Reconnaissance-level surveys were conducted to survey for rare and sensitive plant species, and all plant species observed were recorded (See Appendix C [Biological Resources Technical Report] of this IS/MND). Floristic surveys for rare plant species were performed according to the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018) and California Native Plant Society Botanical Survey Guidelines (CNPS 2001) and were conducted during the documented blooming periods of most of the vascular rare plants known to occur within 10 miles of the proposed Project. Plants were considered special status if they are listed by the WRCMSHCP or ranking by the California Native Plant Society (CNPS) California Rare Plant Rank (CRPR).

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

### **3.5.3 Special-Status Wildlife Species**

#### **3.5.3.1 Least Bell's Vireo**

Least Bell's vireo (LBV) (*Vireo bellii pusillus*) is a federal and state endangered species and a WRCMSHCP covered species. They are found as summer residents of Southern California where they inhabit low riparian growth in the vicinity of water or dry river bottoms below 2,000 feet. They were detected during presence absence surveys in 2021. The coastal California gnatcatcher (CAGN) (*Poliioptila californica californica*) is a federally and state-listed endangered species and a WRCMSHCP covered species. They live in coastal sage scrub, desert scrub, and coastal dune scrub year-round. In California, they occur along the coast in areas dominated by California sagebrush. They generally occur in areas less than 1,600 feet in elevation, but sometimes occur at higher elevation at inland scrub sites. This species was observed during surveys in 2021. There is USFWS designated Critical Habitat for both these species in the Santa Ana River floodplain extending from the San Bernardino Mountains in the Northeast to the Chino Hills in the Southwest.

The proposed Project would impact USFWS Critical Habitat and occupied suitable endangered LBV habitat. Work is expected to occur during the breeding season and may affect about 28 breeding territories (ranging from 1 to 4 acres in size) in the Project and surrounding buffer. In addition, USFWS threatened CAGN is present in the Project site. A total of four breeding territories are found within a 500-foot buffer of Phase 3A of the Action Area.

The proposed Project impacts to these species, which are known to be present, would be potentially significant, as a result of the removal of native habitat, noise generated by Project activities exceeding 60 decibels, or off-trail trekking. With implementation of the mitigation



measures below, the impacts to LBV and CAGN would be less than significant with mitigation incorporated.

There are no other special status wildlife species known to occur within the Biological Survey Area.

### **3.5.3.2 Nesting Birds**

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

The proposed impacts to nesting birds would be potentially significant as a result of the removal of suitable nesting habitat, noise generated by Project activities, or off-trail trekking. With implementation of the mitigation measures below, the impacts to nesting bird species would be less than significant with mitigation incorporated.

## **3.5.4 Mitigation Measures**

### **BIO-1 Sound Barriers**

- Trail construction noise levels will be restricted to below 60 decibels hourly at 100 feet from areas occupied by LBV. Portable sound barriers will be required for work occurring in occupied listed bird habitat between February 15 and August 15 (nesting bird season) to reduce noise levels to 60 decibels or below.

### **BIO-2 Least Bell's Vireo and Nesting Bird Surveys**

- One week prior to ground-disturbing activities, a minimum of three surveys will be conducted on separate days to determine Least Bell's Vireo nesting status within 300 feet of the work area; one survey conducted one day prior to activities. If LBV nesting is observed, nest monitoring will be initiated and no work will occur within 300 feet of the nest until the nest succeeds or fails, as determined by a qualified biologist.
- Post-construction protocol surveys for Least Bell's Vireo should be conducted a minimum of once every three years to monitor the use and nest success within conserved habitat (see Section 7.1.2 of the addendum DBESP [Appendix E of the Initial Study]).
- Whenever possible, construction and maintenance activities should not occur during the nesting bird season (February 15-September 1). If the nesting bird season is unavoidable, a qualified biologist will conduct surveys prior to work activities to determine the presence/absence of nesting birds no earlier than seven (7) days prior to work activities. Should an active nest be observed, no ground-disturbing work shall occur within a 250-foot buffer for non-special status nesting passerine birds, or 500-foot buffer area for nesting raptors (see sections 6.1 and 7.1.2 of the addendum DBESP [Appendix E of the Initial Study]).

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

- A qualified biologist shall conduct a training session for proposed Project personnel prior to grading to ensure workers are familiar with the species, noise restrictions, and measures that





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will be implemented on the Project. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the WRCMSHCP, the need to adhere to the provisions of the Act and the WRCMSHCP, the penalties associated with violating the provisions of the Act, the general measures are being implemented to conserve the species of concern as they relate to the proposed Project, and the access routes to and from the proposed Project area boundaries within which the proposed Project activities must be accomplished (see Standard Best Management Practices, Section 6.1.1 of the addendum DBESP [Appendix E of the Initial Study]).

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

- A qualified biologist shall monitor construction activities for the duration of the proposed Project to ensure that practical measures are being employed to avoid incidental disturbance of habitat and species of concern outside the proposed Project footprint (see Standard Best Management Practices, Section 6.1.1 of the addendum DBESP [Appendix E of the Initial Study]).

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

- The removal of native vegetation shall be avoided and minimized to the maximum extent practical. Temporary impacts shall be returned to preexisting contours and revegetated with appropriate native species (see Standard Best Management Practices, Section 6.1.1 of the addendum DBESP [Appendix E of the Initial Study]).

***BIO-6 Trash Removal***

- To avoid attracting predators of the species of concern, the proposed Project area shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s) (see Standard Best Management Practices, Section 6.1.1 of the addendum DBESP [Appendix E of the Initial Study]).

**b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less Than Significant with Mitigation Incorporated)**

The proposed Project will result in 5.70 acres of temporary impacts and 1.21 acres of permanent impacts to the riparian/riverine vegetation community areas. The proposed Project would temporarily impact 4.31 acres and permanently impact 3.73 acres of CAGN suitable habitat (coastal sage scrub communities [CSS]). Direct impacts to these communities include the removal of habitat as a result of implementation of the proposed Project but will be minimized through the design to minimize native vegetation removal and trimming of native and riparian trees rather than removal.

The temporary and permanent removal of these natural vegetation communities would be potentially significant. With implementation of the measures below, the impacts to riparian and coastal sage scrub vegetation communities would be less than significant with mitigation incorporated.



**BIO-7 Revegetation**

- Mitigation for impacts to riparian/riverine areas at a ratio of 1:1 for temporary impacts and 4.81:1 for permanent impacts (ratio approved through agency consultation in the addendum DBESP [Appendix E of the Initial Study]). Temporary impacts will be restored and revegetated on-site. Permanent impacts will be mitigated through restoring, and enhancing 5.82 acres at Mill Creek.
- Mitigation for coastal sage scrub areas at a ratio of 1:1 for temporary impacts and 3:1 off-site mitigation for permanent impacts.
- Areas of temporary impacts will be revegetated with native species to restore the impacted area, minimize the potential for soil erosion, and to enable runoff absorption and filtration. The use of native plant species is emphasized throughout every aspect of the proposed Project's design. Native species will also be used to revegetate areas of temporary impact that currently have disturbed, non-native grass, and other non-native vegetation communities to promote native species restoration in the Prado Basin (see Standard Best Management Practices, Section 6.1.1 of the addendum DBESP [Appendix E of the Initial Study]).

**c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Less Than Significant Impact)**

The proposed Project will result in approximately 0.030 acre of temporary impacts and 0.025 acre of permanent impacts to wetlands. Construction of the proposed Project would not result in adverse effects on federally-protected wetlands because best management practices (BMP) and required measures (e.g., Stormwater Pollution Prevention Plan [SWPPP]) would be put in place as part of Project approvals. These requirements would ensure that no impairments to water quality or the function of the wetlands. All areas of temporary impacts will be restored and revegetated. In addition, mitigation for impacts to riparian/riverine resources and associated wetlands have been approved at a 4.81:1 ratio at the Mill Creek mitigation site as described in the addendum DBESP. Therefore, impacts are considered less than significant, and no mitigation measures are required.

**d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Less Than Significant Impact)**

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



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within the proposed Project and the presence of relatively intact habitat and features such as ephemeral drainages and unpaved roads all facilitate the unimpeded movement of wildlife throughout the area.

The proposed Project has been designed to not impact or impede wildlife movement and will not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species. The trail was designed to provide for the movement of wildlife through drainages and other potential corridors, and no artificial lighting. The proposed Project will not impede the use of native wildlife nursery sites by not inhibiting wildlife movement. LBV and CAGN may avoid the area due to construction activities resulting in noise and dust, however their movement through the area would not be impeded. The impacts to wildlife movement are considered less than significant and no mitigation measures are required.

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

A review of relevant documents (e.g., municipal code, ordinances, General Plan) for the County of Riverside and City of Corona indicate that the proposed Project would not conflict with any local policies or ordinances protecting biological resources and meet several of the goals established in the Corona General Plan. Therefore, no conflicts with local policies or ordinances protecting biological resources are anticipated, and no mitigation measures are required.

**f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Less than Significant with Mitigation Incorporated)**

The proposed Project is located within the WRMSHCP, and complies with the conditional use of providing recreational opportunities while protecting biological resources. A DBESP, and subsequent addendum were developed to determine the impacts the proposed Project would have on species, habitats, and biological resources covered by the WRMSHCP. The DBESP and addendum were developed and reviewed by the agencies for compliance with the WRMSHCP to ensure provisions are met. Impacts to resources covered by the WRMSHCP would be less than significant with the mitigation measures, standard BMP provisions and guidelines, and mitigation ratios established in the DBESP and addendum DBESP.



### 3.6 Cultural Resources

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

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

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

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

Based on the results of these tasks—which are described below—the Project would have a potentially significant impact on archaeological and historical resources unless mitigation is incorporated.

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

Results of the records search confirms that three historic-period cultural resources intersect with the Project site (see Table 6: Cultural Resources Intersecting Project Site).

**Table 6. Cultural Resources Intersecting Project Site**

| Primary No. | Trinomial    | Name                   | Description                 |
|-------------|--------------|------------------------|-----------------------------|
| P-33-001039 | CA-SBR-1039H | Ashcroft Family Ranch  | Historic-era archaeological |
| P-33-001044 | CA-SBR-1044H | Carillo Family Ranch   | Historic-era archaeological |
| P-33-024866 | CA-RIV-12327 | 2388 Auto Center Drive | Historic site               |



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P-33-001039 (Ashcroft Family Ranch) was previously recommended as eligible for the National Register of Historic Places (NRHP) and CRHR in 1996. In 1998, U.S. Army Corps of Engineers (USACE) consulted with the California OHP regarding the necessity of data recovery at both P-33-001039 and P-33-001044 (Carillo Family Ranch) in anticipation of using the areas as borrow sites for the Santa Ana Mainstream Project. Data recovery at P-33-001039 included the excavation of 19 mechanical stripping units, 26 backhoe trenches and 38 excavation units. The site was fully mitigated and was subsequently destroyed by the excavation of the borrow pit. Furthermore, the resource would not be directly affected by the proposed Project as the proposed trail alignment avoids it entirely.

P-33-001044 (Carillo Family Ranch) was previously recommended as eligible for the NRHP in 1985. Similar to P-33-001039, the site was located within the proposed borrow site for the Santa Ana River Mainstream project and therefore, slated for destruction. Extensive data recovery excavations were subsequently undertaken, including 12 stripping units, 10 backhoe trenches, and 19 excavation units. While portions of P-33-001044 still exist, the site has been fully excavated/mitigated. Furthermore, it concluded that the resource would not be directly affected by the proposed Project as the proposed trail alignment avoids it entirely.

P-33-024866 (2388 Auto Center Drive) consists of an abandoned residential parcel with two structures, a main residence and barn, that were constructed sometime between 1953 and 1967. It was determined by USACE to be ineligible for listing in the NRHP or CRHR. USACE provided their determinations to State Historical Preservation Office for their concurrence in December of 2016. USACE did not receive a response, and the two structures on the site were subsequently demolished and are no longer extant.

### 3.6.2 Field Survey Results

The Project site was investigated on foot (where accessible) by a qualified archaeologist walking throughout accessible areas as an intuitive survey while visually scanning for evidence of cultural material or soils changes. The survey took place on January 12, 2022. No cultural resources were identified.

### 3.6.3 Summary

The EIC records search identified cultural resources at the Project site; however, these resources have been destroyed or removed within the Project site. The survey did not identify cultural resources.

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



### 3.6.4 Mitigation Measures

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

Should an archaeological deposit be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a Riverside County Regional Park and Open-Space District environmental specialist and USACE Cultural Resources Specialist shall be contacted to evaluate the situation and provide recommendations for the treatment of impacts to the resource. If the deposit is found to be significant (i.e., eligible for listing in the CRHR), the Riverside County Regional Park and Open-Space District shall be responsible for funding and implementing appropriate mitigation measures. Mitigation measures may include recordation of the archaeological deposit, data recovery and analysis, and public outreach regarding the scientific and cultural importance of the discovery. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared and submitted to the Riverside County Regional Park and Open-Space District and USACE for review, and the final report shall be submitted to the Eastern Information Center at the University of California, Riverside.

Precontact cultural resources may include, but are not limited to, chert or obsidian flakes, projectile points, mortars, pestles, and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic cultural resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

With implementation of the above mitigation measure, the Project's potential impact on historical and archaeological resources would be reduced to a less than significant level.

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

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

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

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





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

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

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

With these regulations in place, a less than significant impact on human remains is anticipated, and no mitigation is necessary.



**3.7 Energy**

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

**a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Less Than Significant Impact)**

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

**b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (No Impact)**

The County of Riverside has initiated an energy plan (eRED [eligible renewable energy resource development]) in the County to coordinate and encourage eligible renewable energy resource development at the General Plan level. A review of the City of Corona’s General Plan indicates that the City is actively engaged in clean energy efficiency and supply and is taking measures to implement these goals. As the proposed Project consists of the continuation of trail corridor improvements, there are no characteristics of the proposed Project that would result in a conflict or obstruction with a state or local plan related to renewable energy or energy efficiency. Therefore, no impacts would result, and no mitigation measures are required.



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**3.8 Geology and Soils**

| <b>Would the project:</b>                                                                                                                                                                                                  | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:                                                                                             |                                       |                                                           |                                     |                  |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?    |                                       |                                                           | X                                   |                  |
| ii. Strong seismic ground shaking?                                                                                                                                                                                         |                                       |                                                           | X                                   |                  |
| iii. Seismic-related ground failure, including liquefaction?                                                                                                                                                               |                                       |                                                           | X                                   |                  |
| iv. Landslides?                                                                                                                                                                                                            |                                       |                                                           | X                                   |                  |
| b) Result in substantial soil erosion or the loss of topsoil?                                                                                                                                                              |                                       |                                                           | X                                   |                  |
| c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? |                                       |                                                           | X                                   |                  |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?                                                               |                                       |                                                           | X                                   |                  |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?                                         |                                       |                                                           |                                     | X                |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?                                                                                                                    |                                       | X                                                         |                                     |                  |



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

**i. The rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Less Than Significant Impact)**

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

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

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

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

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

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

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

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



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

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

The proposed Project would largely maintain the natural and existing modified contours of the Prado Dam. Earth hauling and other heavy equipment will be utilized as part of this project. Approximately 30,000 cy of excess soil material will be removed from the Project site. Soil and vegetation disturbance will occur during construction; however, reseeded, compaction, revegetation, and restoration and/or stabilization of all areas will be required prior to completion of the proposed Project. Routine maintenance will occur to ensure erosion control is implemented and BMPs are utilized, as necessary. Construction activities would not result in substantial soil erosion or loss of topsoil, nor would this be expected during operation. In addition, the proposed Project would be required to adhere to either the County of Riverside Grading Manual or the City of Corona Grading Checklist, which include measures to address and control erosion and siltation. Therefore, impacts would be less than significant, and no mitigation measures are required.

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

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

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

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



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

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

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

The information and analysis contained in this section is based on Appendix F (Final Paleontological Resources Assessment [FPRA]).

A FPRA consisting of a museum records search from the Natural History Museum of Los Angeles County of the SART Project Area and vicinity, as well as a review of the most recent geologic mapping and relevant scientific literature was used to assign paleontological potential rankings of the Society of Vertebrate Paleontology (2010) to the geologic units present in the Project area, either at the surface or in the subsurface. The results of this assessment indicate that three geologic units are present in the Project area: young axial channel deposits, which are assessed as having low to high paleontological potential, increasing in depth; old alluvial fan deposits, which are assessed as having high paleontological potential; and very old alluvial fan deposits, which are assessed as having high paleontological potential. As the proposed Project will require some soil disturbance, any impacts to potential paleontological resources that might result are considered potentially significant. However, with the implementation of Mitigation Measures GEO-1, GEO-2, GEO-3 and GEO-4, these impacts would be reduced to less than significant levels.

### **3.8.1 Mitigation Measures**

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

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

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

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



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***Geo-3 Inadvertent Discoveries***

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

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

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





**3.9 Greenhouse Gas Emissions**

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

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

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

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

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

The Project would generate GHG emissions during construction from off-road equipment and on-road vehicle exhaust from worker vehicle trips and hauling truck trips. Table 7: Construction Greenhouse Gas Emissions, below, presents a summary of the estimated GHG emissions that would result from Project construction.



**Table 7. Construction Greenhouse Gas Emissions**

| <b>Project Emissions</b>                | <b>MTCO<sub>2e</sub></b> |
|-----------------------------------------|--------------------------|
| Year 2025                               | 336.40                   |
| Year 2026                               | 172.52                   |
| <i>Total Construction Emissions</i>     | <i>508.92</i>            |
| <b>SCAQMD Threshold of Significance</b> | <b>3,000</b>             |
| <b><i>Exceed Threshold?</i></b>         | <b><i>No</i></b>         |

Source: CalEEMod Version 2022.1.1.22

As shown in Table 7, construction of the Project would emit an estimated total of 508.92 MTCO<sub>2e</sub>, which is well below the 3,000 MTCO<sub>2e</sub> significance threshold applied in this analysis (even without amortizing the construction emissions over 30 years as allowed by SCAQMD guidance). As a result, the Project would not generate GHG emissions, either directly or indirectly, that would be considered to have a substantial adverse effect on the environment, and the potential impact would be less than significant and no mitigation measures are required.

**b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Less Than Significant Impact)**

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

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

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



In September 2020, the SCAG Regional Council approved the 2020-2045 RTP/SCS, which is entitled Connect SoCal. Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern (SCAG 2020). Specific goals within the SCAG RTP/SCS that are relevant to the Project include (1) improving mobility, accessibility, reliability, and travel safety for people and goods; (2) increasing person and goods movements and travel choices within the transportation system; and (3) reducing GHG emissions and improving air quality. The Project would involve the construction of segments of a multi-modal pathway for cyclist, pedestrian and equestrian use. By providing new trail connections, the Project would directly improve mobility and travel choices for people. Additionally, the trail would provide infrastructure to accommodate alternative modes of transportation and could indirectly reduce mobile source GHG emissions. Furthermore, by providing signage, striping, and drainage improvements, the Project would improve the reliability and travel safety for people along the trail. In general, the Project would support the GHG reduction strategies established in the RTP/SCS.

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

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



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**3.10 Hazards and Hazardous Materials**

| <b>Would the project:</b>                                                                                                                                                                                                                                                                         | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?                                                                                                                                                           |                                       |                                                           | X                                   |                  |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                                                                                   |                                       |                                                           | X                                   |                  |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                                                                                                                   |                                       |                                                           |                                     | X                |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                                                    |                                       |                                                           |                                     | X                |
| e) For a project located within an airport land use compatibility plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project area? |                                       |                                                           |                                     | X                |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                                                                                                                                                         |                                       |                                                           | X                                   |                  |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?                                                                                                                                                           |                                       |                                                           |                                     | X                |



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

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

**b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less Than Significant Impact)**

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

**c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (No Impact)**

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

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

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



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- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project area. (No Impact)**

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

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

The proposed Project entails construction of a multi-use trail. A portion of the trail will use Rincon Street which is owned and operated by the City of Corona. A review of the City's Local Hazard Mitigation Plan indicates that this roadway is not designated as an evacuation route. Similarly, a review of Riverside County documents did not identify the Project area as part of an adopted emergency response or evacuation plan route. However, the proposed Project would be required to prepare a TMP (as a Condition of Approval during the Plan Check process) to address construction activities and potential impact to emergency services for both Riverside County and the City of Corona and therefore, impacts would be less than significant, and no mitigation measures are required.

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

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



**3.11 Hydrology and Water Quality**

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





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

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

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

In accordance with National Pollutant Discharge Elimination System (NPDES) regulations, the State of California requires that any construction activity disturbing one (1) acre or more of soil comply with the State General Construction Activity Storm Water Permit (Water Quality Order 99-08-DWQ). For sites exceeding 1 acre in soil disturbance, a site-specific SWPPP would need to be prepared and uploaded to the State Water Resources Control Board's (SWRCB) Stormwater Multiple Application and Report Tracking System (SMART) system.

The proposed Project is anticipated to disturb more than one (1) acre. Nevertheless, the Project would be conditioned to implement BMPs during construction activities. The purpose of implementing BMPs is to prevent all construction pollutants from contacting storm water and to keep all erosion products from moving off-site into receiving waters.

Certain discharges of non-storm water, such as irrigation, pipe flushing and testing, are permitted, as long as they do not cause or contribute to a violation of any water quality standard; violate any provision of the General Permit; or require a non-storm water permit (such as those issued by the RWQCB-Santa Ana). Typical construction BMPs required by the NPDES permit and the pollutants they target are shown in Table 8: Typical Construction Best Management Practices. Due to the type of Project proposed and its characteristics (roadway improvements), not all of the typical construction BMPs identified in Table 8 are applicable to the Project (e.g., storm drain inlets).



**Table 8. Typical Construction Best Management Practices**

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



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

Source: California Storm Water BMP Handbooks (2003)



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

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

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

**b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Less Than Significant Impact)**

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

**c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (Less Than Significant Impact):**

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

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



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

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

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

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

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

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

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

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

The Project site is located approximately 25 miles from the Pacific Ocean. According to the California Department of Conservation's (CDC) Orange County Tsunami Hazard Areas, the Project site would not experience impacts associated with inundation by tsunami.

A review of maps maintained by the California Office of Emergency Services (CalOES) indicates that the Project site is not located in a seiche zone.

Therefore, impacts associated with inundation by flood hazard, tsunami, or seiche would be less than significant, and no mitigation measures are required.



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

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



3 Impact Analysis

**3.12 Land Use and Planning**

| <b>Would the project:</b>                                                                                                                                                              | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Physically divide an established community?                                                                                                                                         |                                       |                                                           |                                     | X                |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? |                                       |                                                           | X                                   |                  |

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

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

**b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (Less Than Significant Impact)**

A consistency analysis with the County of Riverside General Plan and City of Corona General Plan is presented below in Table 9: County of Riverside General Plan Consistency Analysis and Table 10: City of Corona General Plan Consistency Analysis, respectively.





**Table 9. County of Riverside General Plan Consistency Analysis**

| Goal and/or Policy                                                                                                                                | Consistency Determination                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Land Use Element</b>                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| LU-11.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.           | <b>Consistent:</b> The proposed Project would construct a Class 1 multipurpose trail and would be accessible to adjacent communities in the City of Corona and greater Riverside, San Bernardino, and Orange counties. It would also offer options to the automobile and encourage the use of active transportation (e.g., bicycles, walking).                                                                                                                                                |
| LU-11.5: Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.       | <b>Consistent:</b> As noted in Section 3.9 (Greenhouse Gas Emissions) of this IS/MND, the analysis of GHG determined that impacts would be less than significant and would not have a significant impact on the environment or conflict with an applicable plan, policy, or regulation of an agency adopted for the purposes of reducing GHG.                                                                                                                                                 |
| LU-14.2: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. (AI 33, 41). | <b>Consistent:</b> As noted in Section 3.2 (Aesthetics) of this IS/MND, the proposed Project is located immediately adjacent to two Caltrans designated scenic highways (SR-71 and SR-91), although elevational differences, including large earthen berms (up to 80 feet high) that parallel the roadway do not generally allow views onto the trail area. However, pedestrians, bicyclists, and equestrians would have periodic expansive views of the surrounding landscape and mountains. |
| LU-15.9: Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (AI 3).                         | <b>Consistent:</b> As noted in Section 3.10 (Hazards and Hazardous Materials) of this IS/MND, the proposed Project’s Phase 2A trail segment is located immediately adjacent to the Corona Municipal Airport. The trail would be located at-grade and along Butterfield Drive and would not encroach upon or adversely affect the use of navigable airspace at the airport.                                                                                                                    |



3 Impact Analysis

| Goal and/or Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Consistency Determination                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Circulation Element</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p>C-15.3: Develop a trail system which connects Riverside County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems), and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length.</p>                                                                                     | <p><b>Consistent:</b> The proposed Project is part of a long-planned, multi-county trail system extending from San Bernardino County to the Pacific Ocean in Orange County. The current planned segments (2, 2A, and 3A) would pass adjacent to the City of Corona's Butterfield Park and Stagecoach Park. In addition, Segment 2A would be located adjacent to an area designated by the City of Corona General Plan as Open Space General. Per ADA requirements, the trail sections would contain slopes greater than 5 percent.</p> |
| <p>C-15.5: Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make trails user-friendly, as much as reasonably feasible.</p>                                                                                                                                                                                                                                                                                                                     | <p><b>Consistent:</b> As noted in Section 2.2 (Project Background and History) of this IS/MND, all trail segments would be constructed in accordance with ADA standards and would not contain slopes greater than 5 percent.</p>                                                                                                                                                                                                                                                                                                       |
| <p>C-17.1: Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combination Trails) as shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, adopted Riverside County Design Guidelines (for communities that have them), the Riverside County Regional Park and Open Space Trails Standards Manual, and other Riverside County Guidelines. (AI 34, 41).</p> | <p><b>Consistent:</b> The proposed Project is shown on the County's Trail Plan and would be constructed to design standards as outlined in the Caltrans Highway Design Manual.</p>                                                                                                                                                                                                                                                                                                                                                     |
| <b>Multipurpose Open Space Element</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p>OS-5.5: Preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Prohibit fencing that constricts flow across watercourses and their banks. Incentives shall be utilized to the maximum extent possible. (AI 25, 60).</p>                                                                                                                                                                                                                 | <p><b>Consistent:</b> As noted in Section 3.5 (Biological Resources) of this IS/MND, the proposed Project would require crossing and modifying natural watercourses to construct the trail. However, properly sized culverts and bridges would be installed and measures to protect these drainages, including the implementation of BMPs and compliance with the Stormwater Pollution and Prevention Plan requirements would be adhered to.</p>                                                                                       |



| Goal and/or Policy                                                                                                                                                                                                                                                                                                 | Consistency Determination                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>OS-5.6: Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas. (AI 60, 61).</p>                           | <p><b>Consistent:</b> As noted in Section 3.5 (Biological Resources) of this IS/MND, the proposed Project would result in temporary and permanent impacts related to both upland and wetland habitats. However, these impacts would be addressed through Mitigation Measures BIO-7 Revegetation and other measures identified in the DBESP (see Appendix E of this IS/MND).</p>            |
| <p>OS-6.1: During the development review process, ensure compliance with the Clean Water Act’s Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands. (AI 3).</p>                                                                                  | <p><b>Consistent:</b> Appendix D (Aquatic Resources Report) of this IS/MND contains information on all state and federal jurisdictional drainages located within the Project site and identifies the relevant permits that would be required to be obtain, prior to construction of the trail segments.</p>                                                                                |
| <p>OS-17.3: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when developing transportation or other infrastructure projects that have been designated as covered activities in the applicable MSHCP.</p>                                                              | <p><b>Consistent:</b> As noted in Section 3.5 (Biological Resources) of this IS/MND, a portion of the proposed Project is located with the WRCMSHCP. A DBESP (including addendum) (see Appendix E of this IS/MND) was prepared for the proposed Project and will be required to adhere to all applicable measures.</p>                                                                     |
| <p>OS-18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's and through implementing related Riverside County policies.</p>                                                                                                    | <p><b>Consistent:</b> See response immediately above.</p>                                                                                                                                                                                                                                                                                                                                  |
| <p>OS-18.3: Prohibit the planting or introduction of invasive, non-native species to watercourses, their banks, riparian areas, or buffering setbacks.</p>                                                                                                                                                         | <p><b>Consistent:</b> As noted in Section 3.5 (Biological Resources) of this IS/MND, the proposed Project would result in temporary and permanent impacts related to both upland and wetland habitats. However, these impacts would be addressed through Mitigation Measures BIO-7 Revegetation and other measures identified in the DBESP (see Appendix E of this IS/MND).</p>            |
| <b>Air Quality Element</b>                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                            |
| <p>AQ-20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments. (AI 47, 53, 146).</p> | <p><b>Consistent:</b> As noted in Section 3.18 (Transportation) of this IS/MND, the proposed Project was determined to have impact related to VMT. Moreover, the construction of the trail would improve connectivity between adjacent residential uses and would encourage area and regional residents to engage in the use of active transportation (e.g., bicycle riding, walking).</p> |



3 Impact Analysis

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

Source: Stantec 2024



**Table 10. City of Corona General Plan Consistency Analysis**

| Goal and/or Policy                                                                                                                                                                                                                                                                                                  | Consistency Determination                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Land Use Element</b>                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>LU-5.5: Enhance Corona’s system of parks, greenways, and open spaces by linking these and surrounding natural areas, including along the Temescal Creek, with pedestrian trails and greenways where feasible.</p>                                                                                                | <p><b>Consistent:</b> The proposed Project would connect the City of Corona’s Stagecoach Park and Butterfield Park to the Prado Dam which contains open space and natural areas and would also pass by the Temescal Wash.</p>                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>Goal LU-16: Open spaces that provide Corona’s residents with opportunities to enjoy the natural environment, provide visual “relief” from urban development, protect significant plant and animal habitats, and protect development from natural environmental hazards.</p>                                      | <p><b>Consistent:</b> The proposed Project includes trail segments that pass adjacent to and through urbanized and natural areas and would provide local and regional residents with visual “relief” from urban development. As noted in Section 3.5 (Biological Resources) of this IS/MND, the Project site contains sensitive habitats and associated species (e.g., LBV, CAGN). Mitigation measures (i.e., BIO-1 through BIO-7) would address these impacts, reducing them to less than significant. The proposed Project would not expose residents to natural environmental hazards, as discussed in applicable sections of this IS/MND.</p> |
| <p>LU-16.5: Require that improvements required to be placed in open space areas (e.g., reservoirs, lighting, and other infrastructure) be designed to minimize the impact on the landscape, avoid obstructing viewsheds, and be shielded to the extent feasible by landscaping, trees, and other natural forms.</p> | <p><b>Consistent:</b> The Phase 2 segment of the proposed Project would be in an area designated by the City of Corona General Plan as Open Space General (Rincon Street area). The trail is designed to follow the natural topography of the Project site, but in some areas, bridges and elevated sections will be required to maintain ADA 5 percent slope requirements. The analysis contained in Section 3.2 (Aesthetics) determined that the proposed Project would result in less than significant impacts related to a scenic vistas or views or other natural forms.</p>                                                                 |
| <p>LU-23.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential, commercial, and industrial facilities within the airport safety zone and areas impacted by airport noise.</p>                                          | <p><b>Consistent:</b> As noted in Section 3.10 (Hazards and Hazardous Materials) of this IS/MND, the proposed Project’s Phase 2A trail segment is located immediately adjacent to the Corona Municipal Airport. The trail would be located at-grade and along Butterfield Drive and would not encroach upon or adversely affect the use of navigable airspace at the airport. There are also residential, commercial, or industrial uses planned as part of the proposed Project.</p>                                                                                                                                                             |



3 Impact Analysis

| Goal and/or Policy                                                                                                                                                                                                                                                                                                                                                                        | Consistency Determination                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Goal CD-4: A network of trails and greenways that interconnect Corona’s parklands, open spaces, and drainages that provide hiking and bicycle opportunities and access into surrounding open spaces and natural areas.</p>                                                                                                                                                             | <p><b>Consistent:</b> The proposed Project would connect the City of Corona’s Stagecoach Park and Butterfield Park to the Prado Dam which contains open space and natural areas and would also pass by the Temescal Wash. The proposed Project would provide active transportation (e.g., bicycle riding, walking) opportunities to local and regional residents.</p>                                                                                                                                                                                                             |
| <b>Community Design</b>                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>CD-6.1: Ensure unobstructed view corridors or viewsheds of the San Bernardino, Santa Ana, and San Gabriel Mountains, the Chino and La Sierra Hills, and other significant natural features from public spaces such as parks, termination of streets and community trails, community centers, and school properties, where feasible, as part of the design of development projects.</p> | <p><b>Consistent:</b> The Phase 2 segment of the proposed Project would be in an area designated by the City of Corona General Plan as Open Space General (Rincon Street area). The trail is designed to follow the natural topography of the Project site, but in some areas, bridges and elevated sections will be required to maintain ADA 5 percent slope requirements. The analysis contained in Section 3.2 (Aesthetics) determined that the proposed Project would result in less than significant impacts related to a scenic vistas or views or other natural forms.</p> |
| <b>Parks, Recreation, Cultural Arts, and Education</b>                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <p>Goal PR-6: A comprehensive and quality system of off-road hiking, biking, and equestrian trails that are, to the extent feasible, accessible to people of all ages, and connect residents to natural resources surrounding Corona.</p>                                                                                                                                                 | <p><b>Consistent:</b> The proposed Project would connect the City of Corona’s Stagecoach Park and Butterfield Park to the Prado Dam which contains open space and natural areas and would also pass by the Temescal Wash. The trail would provide access to both local and regional residents to natural areas both within and adjacent to the Prado Dam area.</p>                                                                                                                                                                                                                |
| <p>PR-6.1: Strive to identify and connect multipurpose trails to schools, local and regional parks, residential neighborhoods, open space areas, downtown, bikeways, and other community destinations in Corona.</p>                                                                                                                                                                      | <p><b>Consistent:</b> See response immediately above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



| Goal and/or Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Consistency Determination                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>PR-6.3: Encourage creation of a multipurpose trail system for hiking, biking, and equestrian use in areas commonly used for these purposes, such as along washes, creeks, drainages, hillsides, parks, and other public use areas. Trails created within the MSHCP conservation areas that are not identified as a covered activity in the Western Riverside County MSHCP are to avoid and minimize impacts on biological resources by following the Guidelines for the Siting and Design of Trails and Facilities [MSHCP Section 7.4.2].</p> | <p><b>Consistent:</b> The proposed Project entails the construction of a long-planned multipurpose trail extending from San Bernardino County to the Pacific Ocean in Orange County. Segments 2, 2A, and 3A would be located along and/or cross drainages, including Temescal Wash. Segments 2 and 2A would also connect the City of Corona’s Stagecoach Park and Butterfield Park, as well as to the larger Prado Dam area, which contains both natural and developed (e.g., Prado Dam) areas.</p>                                                                                                                                                                                                                                       |
| <p>PR-6.6: Locate, design, and regulate the use of multipurpose trails so that they reflect the character and environment where they are located and do not negatively impact natural habitat, wildlife, landforms, or cultural resources or MSHCP Conservation areas.</p>                                                                                                                                                                                                                                                                       | <p><b>Consistent:</b> Segment 2 of the proposed Project would be in an area designated by the City’s General Plan as Open Space General and which trails are permitted. As noted in Section 3.2 (Aesthetics), 3.5 (Biological Resources), and 3.5 (Cultural Resources) of this IS/MND, impacts to natural habitat, wildlife, landforms, or cultural resources would either be less than significant or less than significant with mitigation measures. As noted in Section 3.5, the proposed Project is subject to the WRCMSHCP and has undergone appropriate analysis and review, including the preparation of a DBESP and associated addendum. The proposed Project would be required to comply with all requirements of the DBESP.</p> |
| <p>PR-6.7: Initiate and maintain dialogue with federal, state, and local governments to coordinate access and maintenance of trails that cross jurisdictional boundaries.</p>                                                                                                                                                                                                                                                                                                                                                                    | <p><b>Consistent:</b> The proposed Project would be located within an area owned and operated by the USACE and/or City of Corona. The trail would be constructed and maintained by the District. Access and maintenance would be coordinated between the three agencies/jurisdictions.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>PR-6.8: Promote the safe use of trails and require infrastructure and other public rights-of-way to be designed and developed to accommodate trails in a manner that is safe and compatible with the intended primary use of the rights-of-way or easement, where feasible.</p>                                                                                                                                                                                                                                                               | <p><b>Consistent:</b> The proposed Project would utilize public rights-of-way (e.g., Ricon Street, Butterfield Drive) with some segments being located both on- and -off-street. Designated crossing locations where the trail crosses perpendicular to a roadway would be provided. All trail segments would be constructed in a manner that is safe and compatible with the intended primary use of the rights-of-way or easement, where feasible.</p>                                                                                                                                                                                                                                                                                  |



3 Impact Analysis

| Goal and/or Policy                                                                                                                                                                                                                     | Consistency Determination                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Circulation</b>                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <p>CE-5.1: Provide for safety of bicyclists, equestrians, and pedestrians by adhering to national standards and uniform practices; adhere to accessibility requirements for people with disabilities.</p>                              | <p><b>Consistent:</b> The proposed Project would be constructed to design standards as outlined in the Caltrans Highway Design Manual. Figure 4 (Typical Trail and Bridge Sections) of this IS/MND shows the trail design that is proposed. A wood or vinyl fence would separate equestrians from bicyclists and pedestrians.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>CE-5.4: Develop bicycle routes in accordance with the City’s adopted Bicycle Master Plan and implement other elements of that plan.</p>                                                                                             | <p><b>Consistent:</b> The City of Corona’s Bicycle Master Plan identifies a planned Class 1 and 2 bicycle paths along Rincon Street and Cordyon Street. This path coincides with the planned route of Segment 2 of the proposed Project. In addition, the Plan also identifies a potential Class 1 bicycle path located along Butterfield Drive. A portion of Segment 2A of the proposed Project follows this alignment in the vicinity of the Corona Municipal Airport and City of Corona’s Butterfield Park.</p>                                                                                                                                                                                                                                                                                                 |
| <p>CE-5.7: Use easements and/or rights-of-way along flood control channels, public utilities, railroads, and streets wherever possible for bikeways and equestrian and hiking trails.</p>                                              | <p><b>Consistent:</b> See response to PR-6.8.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p>CE-5.9: Coordinate with the Riverside County General Plan and the Santa Ana River Trails Plan to create an uninterrupted Class I bicycle route through Corona that connects to the Santa Ana River Trail in surrounding cities.</p> | <p><b>Consistent:</b> The City of Corona, USACE, and District have planned for and coordinated on the implementation of the proposed Project for many decades. Construction of the proposed Project would meet both the City of Corona General Plan and County of Riverside General Plan goals and policies, as noted in Section 3.12 (Land Use) of this IS/MND. The proposed Project would include the construction of three important trail segments (2, 2A, and 3A) of the overall SART program. Once completed, the SART system will extend from San Bernardino County to the Pacific Ocean in Orange County allowing local and regional residents access to active transportation (e.g., bicycle riding, walking) opportunities within San Bernardino, Riverside and Orange counties and adjacent cities.</p> |





| Goal and/or Policy                                                                                                                                                                                                                                                                                                                                                                                                                                              | Consistency Determination                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Environmental Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>ER-6.5: Preserve wildlife habitat of significant natural open space areas, including expanding habitat ranges, movement corridors, and nesting sites by adhering to and implementing the core biological linkages identified in the MSHCP for parts of the Temescal Canyon Area Plan in the City. Any proposed recreational use of those areas such as trails shall be designed to not interfere with the preservation efforts established in the MSHCP.</p> | <p><b>Consistent:</b> See responses PR-6.3 and PR-6.6.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>ER-7.1: Require that public and private construction activities be conducted in a manner to minimize adverse impacts on natural resources and biological resources in proximity to MSHCP conservation areas and adhere to the MSHCP Guidelines pertaining to Urban/Wildlife Interface for drainage, toxics, lighting, noise, invasive barriers, and grading [MSHCP Section 6.1.4].</p>                                                                       | <p><b>Consistent:</b> See responses PR-6.3 and PR-6.6.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p>ER-9.2: Conserve existing wetlands and wetland functions and values in the Temescal Canyon Wash, Prado Basin, and the Santa Ana River with a focus on conservation of existing riparian, woodland, coastal sage scrub, alluvial fan scrub, and open water habitats.</p>                                                                                                                                                                                      | <p><b>Consistent:</b> As noted in Section 3.5 (Biological Resources) of this IS/MND, a portion of the proposed Project is located with the WRCMSHCP. A DBESP (including addendum) (see Appendix E of this IS/MND) was prepared for the proposed Project and will be required to adhere to all applicable measures. In addition, the analysis contained in Section 3.5 determined that impacts to wetlands would be less than significant. Mitigation measure BIO-7 addresses impacts to habitats and require revegetation.</p> |
| <p>ER-9.3: Conserve existing known populations of Least Bell’s Vireo and southwestern willow flycatcher in the Temescal Canyon Area Plan, including at Prado Basin, Santa Ana River, and Temescal Canyon Wash. Maintain existing breeding habitat for these species at Prado Basin, Santa Ana River, and Temescal Wash where applicable to a particular project and location.</p>                                                                               | <p><b>Consistent:</b> See response to Goal LU-16 and PR-6.6.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

Source: Stantec 2024

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



**3.13 Mineral Resources**

| <b>Would the project:</b>                                                                                                                                             | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                |                                       |                                                           |                                     | X                |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? |                                       |                                                           |                                     | X                |

**a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (No Impact)**

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

**b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (No Impact)**

Neither the CDC’s CGS, County of Riverside General Plan or City of Corona General Plan delineate any locally important mineral resource at the Project site. Therefore, the proposed Project would not result in any significant impacts to a locally important mineral resource. Therefore, no impacts would result, and no mitigation measures are required.



**3.14 Noise**

| Would the project result in:                                                                                                                                                                                                                                                                              | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|----------------------------------------------------|------------------------------|-----------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?                                                         |                                |                                                    | X                            |           |
| b) Generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                                                                                             |                                |                                                    | X                            |           |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project area to excessive noise levels? |                                |                                                    | X                            |           |

The analysis and conclusions in this section are based upon information contained in Appendix G (Noise Analysis Report) of this IS/MND.

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

**3.14.1 Short-Term Construction Noise**

Heavy equipment such as front-end loaders, rollers, and excavators would operate during initial construction of the trail. Haul trucks would enter and exit the Project boundaries at designated locations. Overall, general construction may cause an increase in noise generated within and near the immediate proximity of the Project site.

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



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

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

**Table 7-3 Detailed Analysis Construction Noise Criteria**

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

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

As stated above, heavy equipment such as front-end loaders, rollers, and excavators, and haul trucks would be used for the construction of the Project. The closest residential area in proximity to the Project is north of Rincon Road and is located approximately 450 feet away in direct line. Assuming a worst case with the three pieces of heavy equipment and a haul truck operating 450 feet from the residential area, the RCNM model predicts the total noise level would be 61.6 dB(A)  $Leq$  for the combined noise signature of the equipment, which is well below the FTA daytime construction noise criterion. As noted in Section 3.5 (Biological Resources), noise impact to LBV and CAGN would be potentially significant provided levels exceeded 60 decibels without mitigation incorporated. To address this, mitigation measure BIO-1 Sound Barriers was developed to address potential noise impacts to these species. Additional mitigation measures, such as BIO-2 Least Bell’s Vireo and Nesting Bird Surveys, BIO-3 Wildlife Education Program, and BIO-4 Biological Monitoring During Construction would assist in reducing noise-related impacts to these two species by limiting construction within 300 feet of a nest, providing environmental awareness training, and the provision of biological monitoring during the duration of construction. With the implementation of these mitigation measures, potentially significant impacts to LBV and CAGN would be reduced to less than significant.

<sup>1</sup> The  $L_{max}$ , or Maximum Sound Level, descriptor is the highest sound level measured during a single noise event (such as a vehicle pass by), in which the sound level changes value as time goes on. The maximum sound level is important in judging the interference caused by a noise event with common activities. Available online at: [fhwahep17053.pdf \(dot.gov\)](http://fhwahep17053.pdf(dot.gov)), accessed March 2023.

<sup>2</sup>  $Leq$ , or Time-Equivalent Sound Level is a measure of sound energy. Available online at: [fhwahep17053.pdf \(dot.gov\)](http://fhwahep17053.pdf(dot.gov)). Accessed July, 2021.



Sound levels for the residential area closest to the Project area are influenced by traffic along Rincon Road, the industrial area immediately adjacent to the Project area to the south, the Corona Municipal Airport, and the West Corona Metrolink rail line.

Additionally, noise impacts would be temporary in nature and would follow the restrictions in Riverside County Ordinance No. 847 “Regulating Noise”, Section 2 “Exceptions”, Subparagraph i ([Ordinance No. 847 \(As Amended Through 847.1\) An Ordinance Of The County Of Riverside Amending Ordinance No. 847 Regulating Noise](#)) which exempts construction noise between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between 7:00 a.m. and 6:00 p.m. during the months of October through May.

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

### 3.14.2 Long-Term Operational Noise

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

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

Table 7-4 “Vibration Source Levels for Construction Equipment” in the 2018 FTA Transit Noise and Vibration Impact Assessment Manual (FTA Report No. 0123 September 2018) lists vibration source levels at 25 feet for the construction equipment most likely to generate high levels of ground vibration. The equipment listed in the FTA table includes impact and sonic pile drivers, clam shovel drops, hydromills, vibratory rollers, hoe rams, large and small bulldozers, caisson drilling, loaded trucks, and jackhammers.

During construction of the proposed Project, equipment such as trucks and rollers may be used as close as 450 feet from the nearest sensitive receptors north of Rincon Road. Equipment used during project construction could generate vibration levels between 0.001 Peak Particle Velocity (PPV) and 0.0027 PPV at 450 feet as calculated using the FTA equations. Table N-3 “Human Reaction to Typical Vibration Levels” in the County of Riverside General Plan<sup>3</sup> lists ranges of vibration levels and the correlating human reaction to them:

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



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

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

Source: Caltrans 1992

As noted in Table 11: Vibration Source Levels for Construction Equipment and Impact Analysis, all calculated groundborne vibration levels are expected to be below the threshold of human perception as listed in Table N-3. Groundborne vibration would also be well below the FTA threshold of potential building damage for residential structures of 0.30 PPV.

**Table 11. Vibration Source Levels for Construction Equipment and Impact Analysis**

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

Source: County of Riverside 2018

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



- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project area to excessive noise levels? (Less Than Significant Impact)**

The Project area will be located as close as about 700 feet away from the runway at Corona Municipal Airport. According to noise contours for the airport contained within the County of Riverside General Plan, portions of the Project area could be located within the 55-60 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) contour for the airport. Noise generated from aircraft activity will be audible on sections of the trail closest to the airport runway but should not be a detriment for the use of the amenity. Table N-1 “Land Use Compatibility for Community Noise Exposure” in Chapter 7 “Noise Element” in the County of Riverside General Plan lists noise levels between 50 dB(A) CNEL and 70 dB(A) CNEL as being “Normally Acceptable” for playgrounds and neighborhood parks. Therefore, the airport will have a less than significant impact on the users of the trail.



**3.15 Population and Housing**

| <b>Would the project:</b>                                                                                                                                                                                           | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? |                                       |                                                           |                                     | X                |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere                                                                                      |                                       |                                                           |                                     | X                |

**a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (No Impact)**

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

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

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





**3.16 Public Services**

| <b>Would the project:</b>                                                                                                                                                                                                                                                                                                                                                                                  | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: |                                       |                                                           |                                     |                  |
| i. Fire protection?                                                                                                                                                                                                                                                                                                                                                                                        |                                       |                                                           | X                                   |                  |
| ii. Police protection?                                                                                                                                                                                                                                                                                                                                                                                     |                                       |                                                           | X                                   |                  |
| iii. Schools?                                                                                                                                                                                                                                                                                                                                                                                              |                                       |                                                           |                                     | X                |
| iv. Parks?                                                                                                                                                                                                                                                                                                                                                                                                 |                                       |                                                           |                                     | X                |
| v. Other public facilities                                                                                                                                                                                                                                                                                                                                                                                 |                                       |                                                           |                                     | X                |

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

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

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

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



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

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

Law enforcement services are provided by the Riverside County Sheriff's Department (RCSD) and City of Corona Police Department (CCPD). The RCSD's Lake Mathews Station is located at 9 Latitude Way, Corona, California 92881. The CCPD is located at 730 Public Safety Way, Corona, California 92880. These stations are located approximately 7 miles and 3 miles respectively, from the Project site. The site is largely undeveloped, excepting USACE facilities associated with Prado Dam which are currently served by these two law enforcement agencies. Because the proposed Project includes the construction of a trail and does not propose housing or businesses, the demand for these services would be minor and incidental. Therefore, less than significant impacts associated with police protection are anticipated, and no mitigation measures are required.

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

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

**iv. Parks (No Impact)**

The proposed Project would pass by the City of Corona's Butterfield Park and Stagecoach Park but would not be located within their boundaries. The proposed Project would not impede public access to existing park and open space areas. Due to the nature of the proposed use (trail construction), the proposed Project is not anticipated to result in any significant impacts to existing neighborhood, regional parks, or recreational facilities, and no mitigation measures are required.

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

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



**3.17 Recreation**

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

**a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (No Impact)**

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

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

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



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**3.18 Transportation**

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

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

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

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

The proposed Project is intended to improve active transportation (e.g., human-powered mobility, such as biking, walking, or rolling) by constructing three (3) trail segments which are part of the multi-county regional trail facility associated with the SART. Given these proposed improvements and enhancements, per CEQA Guidelines Section 15064.3 subdivision (b)(2), projects that do not increase vehicle miles traveled (VMT) should be presumed to cause a less than significant impact. Guidance provided by the Governor’s Office of Planning and Research (OPR) states that transportation projects should be analyzed on the basis of VMT increases from induced travel, but that “rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets,” including “assets that serve bicycle and pedestrian facilities,” which do not add additional motor vehicle capacity, generally do not require an induced travel analysis. The OPR guidance further states that “active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on



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

**c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (No Impact)**

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

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

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



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**3.19 Tribal Cultural Resources**

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

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

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



### 3.19.1 Tribal Outreach

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

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

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

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

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

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, that is:**
- i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or (No Impact)**

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



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- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe. (No Impact)**

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





**3.20 Utilities and Service Systems**

| <b>Would the project:</b>                                                                                                                                                                                                                                                            | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? |                                       |                                                           |                                     | X                |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?                                                                                                                            |                                       |                                                           | X                                   |                  |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?                                                    |                                       |                                                           |                                     | X                |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?                                                                                              |                                       |                                                           | X                                   |                  |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?                                                                                                                                                                   |                                       |                                                           |                                     | X                |

**a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (No Impact)**

The proposed Project entails trail construction. It does not include the construction of residential or commercial uses, thereby requiring the construction or expansion of water, wastewater treatment, electric power, natural gas or communication facilities to serve these uses. The proposed Project would require the relocation of a number of utilities (see Table 3 of this IS/MND) currently located within the Project site. However, these would be undertaken with the corresponding owners of these utilities in advance to reduce the potential for impacts to local residences and commercial uses. Therefore, no impacts would result, and no mitigation measures are required.



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- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? (Less Than Significant Impact)**

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

- c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (No Impact)**

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

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Less Than Significant Impact)**

During construction, the proposed Project would generate solid waste associated with trail and landscaping installation. There are also additional construction-related materials that would generate solid waste. The amount of waste generated during construction would be minor and would not be beyond the capacity of local landfills. In addition, the proposed Project would be required to adhere to local and state construction-related debris recycling and waste diversion and disposal requirements as part of permit approvals. These requirements would assist in reducing the amount of construction-related solid waste being transported to area landfills. During operation, incidental waste (e.g., litter) would be picked up and disposed of regularly, per County of Riverside and City of Corona requirements. Therefore, impacts would be less than significant impact, and no mitigation measures are required.

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

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



**3.21 Wildfire**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones,

| <b>Would the project:</b>                                                                                                                                                                                                                                          | <b>Potentially Significant Impact</b> | <b>Less than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------------|-------------------------------------|------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan?                                                                                                                                                                           |                                       |                                                           |                                     | X                |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?                                                       |                                       |                                                           |                                     | X                |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? |                                       |                                                           |                                     | X                |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?                                                                            |                                       |                                                           |                                     | X                |

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan? (No Impact)**

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



3 Impact Analysis

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

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

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (No Impact)**

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

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (No Impact)**

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



**3.22 Mandatory Findings of Significance**

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

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

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



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directly affected by the proposed Project as the proposed trail alignment avoids them entirely or they have since been demolished. The Project site was also investigated for archaeological resources, although none were identified. Although the potential for identifying archaeological historical resources during project ground disturbance is low, the presence of such resources cannot be entirely discounted. As such, Mitigation Measure CUL-1 was identified and would reduce impacts to less than significant. Section 3.8 (Geology and Soils) indicated that one geological unit contained in the Project area has a low to high paleontological potential, increasing with depth. Because the proposed Project will require some soil disturbance, impacts to potential paleontological resources is considered potentially significant. However, with the implementation of Mitigation Measures GEO-1, GEO-2, GEO-3, and GEO-4 these impacts would be reduced to less than significant levels. As noted in Section 3.17 (Recreation), the proposed Project was determined to result in adverse physical impacts on the environment but would be mitigated to less than significant levels with the mitigation measures noted above. Therefore, impacts related to recreation would be less than significant with the implementation of mitigation measures.

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

**b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? (Less Than Significant Impact)**

The proposed Project would not increase environmental impacts after mitigation measures are incorporated, the incremental contribution to cumulative impacts would be anticipated as less than significant. The proposed Project is part of a long-standing multi-use and multi-county trail project extending from San Bernardino and Orange counties. It would provide much needed active transportation opportunities to regional residents. As noted in the analysis contained in the IS/MND, the proposed Project would not increase VMT. Therefore, the proposed Project would result in less than significant impacts and no mitigation measures are required beyond those already identified in the IS/MND.

**c) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Less Than Significant Impact)**

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



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# **APPENDIX A**

## **Mitigation Monitoring and Reporting Program**



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# **APPENDIX B**

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





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# **APPENDIX C**

## **Biological Resources Technical Report**



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# **APPENDIX D**

## **Aquatic Resources Survey Report**



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# **APPENDIX E**

## **Determination of Biologically Equivalent or Superior Preservation and Addendum**



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# **APPENDIX F**

## **Final Paleontological Resources Assessment**





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# **APPENDIX G**

## **Noise Analysis Report**



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