Public Review Draft

Santa Ana River Trail Phase 6

Through Green River Golf Club

Initial Study/Mitigated Negative Declaration

October 2021

Prepared for:

Riverside County
Regional Park and Open-Space District

Michael Baker
INTERNATIONAL

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Santa Ana River Trail - Phase 6 Through Green River Golf Club

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LIST OF ACRONYMS

AB 52	Assembly Bill 52
ADA	Americans with Disabilities
AQMP	Air Quality Management Plan
ATSF	Atchison, Topeka, and Santa Fe
AT&T	American Telephone and Telegraph
BAU	Business as Usual
Bgs	below ground surface
BNSF	Burlington Northern Santa Fe
BMP	Best Management Practice
CARB	California Air Resources Board
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards
CAL-IPC	California Invasive Plant Council
CHRIS	California Historical Resources Inventory System
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CHSP	Chino Hills State Park
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_{2eq}	CO_2 equivalent
CPUC	California Public Utilities Commission
CSS	Coastal Sage Scrub
CRMP	Cultural Resource Monitoring Program

C-R	Commercial Recreation
dBA	A-weighted decibel scale
DBESP	Determination of Biologically Equivalent or Superior Preservation
DG	Decomposed Granite
DTSC	Department of Toxic Substances Control
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMFAC2017	EMissions FACtor 2017
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
ESA	Environmentally Sensitive Areas
FEIR	Final Environmental Impact Report
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GOLF	Golf Course
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HVAC	Heating/Ventilation and Air Conditioning
IPCC	Intergovernmental Panel on Climate Change
I-4	Environmental Justice Enhancement Initiative
L_{eq}	Equivalent Sound Level
L_{dn}	Day-Night Sound Level
L_{max}	Maximum Sound Level
LID	Low Impact Development
LRA	Local Responsibility Area
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
MSHCP	Multiple Species Habitat Conservation Plan

MRZ	Mineral Resource Zones
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NO_x	Nitrogen Oxides
NO_2	Nitrogen Dioxide
OCFCD	Orange County Flood Control District
OHP	Office of Historic Preservation
OHV	Off- Highway Vehicle
OPR	Office of Planning and Research
OS	Open Space
OS/R	Open Space Recreational
OS-C	Open Space-Conservation
O_3	Ozone
PCB	Polychlorinated Biphenyls
PM_{10}	Coarse Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PPV	Peak Particle Velocity
PRIMP	Paleontological Resource Impact Mitigation Program
P/QP	Public/Quasi-Public
RCA	Western Riverside County Regional Conservation Authority
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gasses
ROW	right-of-way
RCA	Regional Conservation Authority
RCFC/WCD	Riverside County Flood Control and Water Conservation District
RCTC	Riverside County Transportation Commission

RGGRP	Regional Greenhouse Gas Reduction Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
R-5	Open Area Combining Zone - Residential Developments
SART	Santa Ana River Trail
SAWPA	Santa Ana Watershed Project Authority
SB	Senate Bill
SCCIC	South Central Coastal Information Center
SCAMQD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SEMS	Standardized Emergency Management System
SJVAPCD	San Joaquin Valley Air Pollution Control District
SOP	Standard Operating Procedures
SO_2	Sulfur Dioxide
SO_x	Sulfur Oxide
SRA	Sensitive Receptor Area
SR-71	State Route 71
SR-91	State Route 91
SWCRB	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
SWFL	Empidonax traillii extimus
UCR	University of California Riverside
US	United States
USGS	United States Geological Survey
USFWS	United Stated Fish and Wildlife Service
UST	Underground Storage Tank
VOC	Volatile Organic Compound

VMT	Vehicle Miles Traveled
WEAP	Worker's Environmental Awareness Program
WQMP	Water Quality Management Plan
W-1	Watercourse, Watershed and Conservation Areas
YBCU	Coccyzus americanus occidentalis
ZEV	Zero-Emission Vehicles

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1.0 INTRODUCTION

The proposed Santa Ana River Trail-Phase 6 through Green River Golf Club (herein referenced as the "project" or "SART-Phase 6") involves the construction of an approximately 1.5-mile dual-track Class I multi-use path/natural surface trail from the Orange County/San Bernardino County line on the west to the southeastern portion of the Chino Hills State Park on the east, and an additional approximately 0.2-mile segment from the eastern terminus of the existing SART-Phase 5 and western terminus of the planned SART-Phase 3.

Following a preliminary review of the proposed project, the Riverside County Regional Park and Open-Space District (District) has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA).

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with Sections 15051 and 15367 of Title 14 the California Code of Regulations (the California CEQA Guidelines), the District is the CEQA Lead Agency for the proposed project. With its extensive experience in delivering capital infrastructure projects, the Riverside County Transportation Commission (RCTC) is assisting the District to implement CEQA for this project.

Under CEQA (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of the CEQA Guidelines, the District is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Section 21080(c), Public Resources Code).

The environmental documentation, which is ultimately selected by the District in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis is subject to a public review period. During this review, public agency comments on the document relative to environmental issues will be addressed to the District. Following review of any comments received, the District will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation for consideration by the District.

1.2 PURPOSE

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;

- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as the Lead Agency (in this case, the District) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study, and are incorporated into this document by reference. These documents are available for review at the Riverside County Regional Park and Open-Space District Planning and Development Department located at 4600 Crestmore Road, Jurupa Valley, California 92509.

- *City of Chino Hills General Plan* (adopted February 24, 2015). The *City of Chino Hills General Plan* (Chino Hills General Plan) is the City's constitution or blueprint for its long-range physical development. It is intended to be used by residents, business owners, City officials and all those interested in the direction of the City of Chino Hills. Other than the seven mandated elements required by the State Planning, Zoning, and Developments Laws, the Chino Hills General Plan also include two optional elements. They are as follows:

  Mandated Elements:

  - Land Use;
  - Circulation;
  - Housing;
  - Conservation;
  - Open Space;
  - Noise; and
  - Safety.

  Optional Elements:

  - Parks and Recreation; and
  - Economic Development.

- *City of Corona General Plan* (adopted March 17, 2004). The *City of Corona General Plan* (Corona General Plan) presents a vision for the City's future and a strategy to make that vision a reality. It is a long-range policy and planning document that guides the physical development and resource management of the City. The Corona General Plan is composed of elements which address a broad and evolving range of issues. Each element of the plan identifies and describes goals, objectives, and implementing actions which provide specific direction for decision making and formulation of public policy. The Corona General Plan contains the mandated elements required by the State Planning, Zoning, and Developments Laws. There are also four optional elements which relate to the development of the City of Corona. They are as follows:

Mandated Elements:

- Land Use;
- Circulation;
- Housing;
- Conservation;
- Open Space;
- Noise; and
- Safety.

Optional Elements:

- Community Design;
- Economic Development;
- Historical Preservation; and
- Parks and Recreation.

- *County of Riverside General Plan* (revised December 8, 2015). The *County of Riverside General Plan* (Riverside County General Plan) serves as a blueprint for the future of Riverside County. It outlines policies, standards, and programs to guide day-to-day decisions concerning Riverside County's future. The Riverside County General Plan is organized into nine elements, seven of which are mandated by the State Planning, Zoning, and Developments Laws. They are as follows:

  Mandated Elements:

  - Land Use;
  - Circulation;
  - Housing;
  - Conservation;
  - Open Space;
  - Noise; and
  - Safety.

  Optional Elements:

  - Air Quality; and
  - Healthy Communities.

- *Chino Hills State Park General Plan* (adopted February 23, 1999). The *Chino Hills State Park General Plan* (CHSP General Plan) reflects long-range development plans to provide for optimum use and enjoyment of the park as well as the protection of its quality, resources, and diversity. The CHSP General Plan portrays both the desired resources condition and visitor experience of the park and provides goals and guidelines that will direct future management efforts toward achieving those desires. The CHSP General Plan consist of four sections: Introduction, Existing Conditions and Issues, Plan Section (with parkwide as well as management zone-specific goals and guidelines), and Environmental Analysis Section.

- *City of Chino Hills Municipal Code* (codified through Ordinance No. 337, passed April 9, 2019 [Supp. No. 39]). The *City of Chino Hills Municipal Code* (Chino Hills Municipal Code) consists of regulatory, penal, and administrative ordinances of the City of Chino Hills. Title 16 of the City of Chino Hills Municipal Code, (the Development Code) implements the Chino Hills General Plan by further clarifying appropriate zoning, as well as establishing development standards within the City. The Development Code outlines the regulations and

requirements which govern the use, placement, spacing, and size of land and building, as well as defines the designated zoning districts.

- *City of Corona Municipal Code* (passed through Ordinance No. 3291, enacted December 19, 2018 [2019 S-36 Supplement]). The *City of Corona Municipal Code* (Corona Municipal Code) consists of codes and ordinances adopted by the City. These include standards intended to regulate land use, development, health and sanitation, water quality, public facilities, and public safety. Title 17 of the Corona Municipal Code contains development regulations within the City, and is one of the primary means of implementing the Corona General Plan.

- *County of Riverside Municipal Code* (codified through Covering Ordinances through October 22, 2019. [Supp. No. 71)). The *County of Riverside Municipal Code* (Riverside County Code) consists of codes and ordinances adopted by the Riverside County. Title 17 of the Riverside County Code is intended to promote compatibility between the natural and built environment and ensures compatibility with corresponding land use designations and intensities. It also promotes the development of a safe, effective circulation, and transportation network that accommodates the needs of all modes of transportation.

- *City of Chino Hills Final Program Environmental Impact Report General Plan Update* (certified February 24, 2015). The City of Chino Hills Final Program Environmental Impact Report General Plan Update (Chino Hills General Plan Update FEIR) analyzes the potential environmental effects associated with implementation and buildout of the City's General Plan. The Chino Hills General Plan Update FEIR concluded significant and unavoidable impacts regarding air quality, and transportation/traffic.

- *City of Corona General Plan Final Environmental Impact Report* (March 2004). The *City of Corona General Plan Final Environmental Impact Report* (Corona General Plan FEIR) analyzes the environmental impacts associated with adoption and implementation of the Corona General Plan and associated Development Code Amendment. The Corona General Plan FEIR concluded significant and unavoidable impacts regarding historic and cultural resources, population and demographic, transportation and circulation, hydrology and water quality, biological resources, air quality, geology and soils, and noise.

- *County of Riverside General Plan Update Project Draft Program Environmental Impact Report No.521* (March 2014). The County of Riverside General Plan Update Project Draft Program Environmental Impact Report No.521 (Riverside County General Plan Draft Program EIR) describes and addresses the environmental consequences expected from the implementation of the Riverside County General Plan. The Riverside County General Plan Draft Program EIR concluded significant and unavoidable impacts regarding population and housing, aesthetic and visual resources, agricultural resources, air quality, cultural and paleontological resources, energy resources, geology and soils, hazardous materials and safety, noise, parks and recreation, public facilities and services, transportation and circulation, and water resources.

- *Riverside County Park and Open-Space District Trail Development Standards* (July 2009). The Riverside County Park and Open-Space District Trail Development Standards (Trail Development Standards) depict and describe the key elements for the design and development of the trails throughout eastern and western Riverside County. It is intended to provide examples and acceptable standards, to serve as a practical reference for the County of Riverside, designers, engineers, land developers and residents.

- *Riverside County Park and Open-Space District Santa Ana River Trail Master Plan* (June 2011). The *Santa Ana River Trail Master Plan* (SART Master Plan) is a report for the first phase of Santa Ana River Trail, Corona-Norco-Eastvale segment. Built upon the 2004 *Santa Ana River National Recreational Trail Master Plan*, this report is intended to provide a summary for the project for governing agencies and the general public, and guidance through phases II and III, the design and construction phases of the project. It completes the first phase by summarizing an evaluation of the alternative alignments for the identified unfinished

segment, finalizing the recommended alignment, developing initial engineering drawings, and providing required environmental documentation.

- *Riverside County Park and Open-Space District Santa Ana River Trail Initial Study* (December 2, 2011). The *Santa Ana River Trail Initial Study* (SART Initial Study) analyzes the potential significant impacts upon the environment that would result from construction and implementation of the Corona-Norco-Eastvale segment of the Santa Ana River Trail. This Initial Study concluded the project's impacts are less than significant with incorporation of the recommended mitigation measures.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Riverside County Regional Park and Open-Space District (District) proposes the Santa Ana River Trail-Phase 6 through Green River Golf Club (herein referenced as the "project" or "SART-Phase 6") located in the cities of Chino Hills and Corona, in the counties of San Bernardino and Riverside; refer to Exhibit 2-1, *Regional Map*. The project would be located north and west of the Santa Ana River, generally extending from the Orange County/San Bernardino County line on the west to the southeastern portion of the Chino Hills State Park on the east. Additionally, SART-Phase 6 would include a trail segment between the existing SART-Phase 5 and planned SART-Phase 3, located east of the Green River Golf Club near the State Route 91 (SR-91) and State Route 71 (SR-71) interchange, north of the Santa Ana River; refer to Exhibit 2-2, *Site Vicinity Map*.

The project area includes the Green River Golf Club (located within the City of Corona and owned by the Orange County Flood Control District [OCFCD]), Chino Hills State Park, Burlington Northern Santa Fe (BNSF) rail line and right-of-way (ROW), other OCFCD property not part of the golf course, Riverside County Flood Control and Water Conservation District (RCFC/WCD), Santa Ana Watershed Project Authority (SAWPA), and State of California properties.

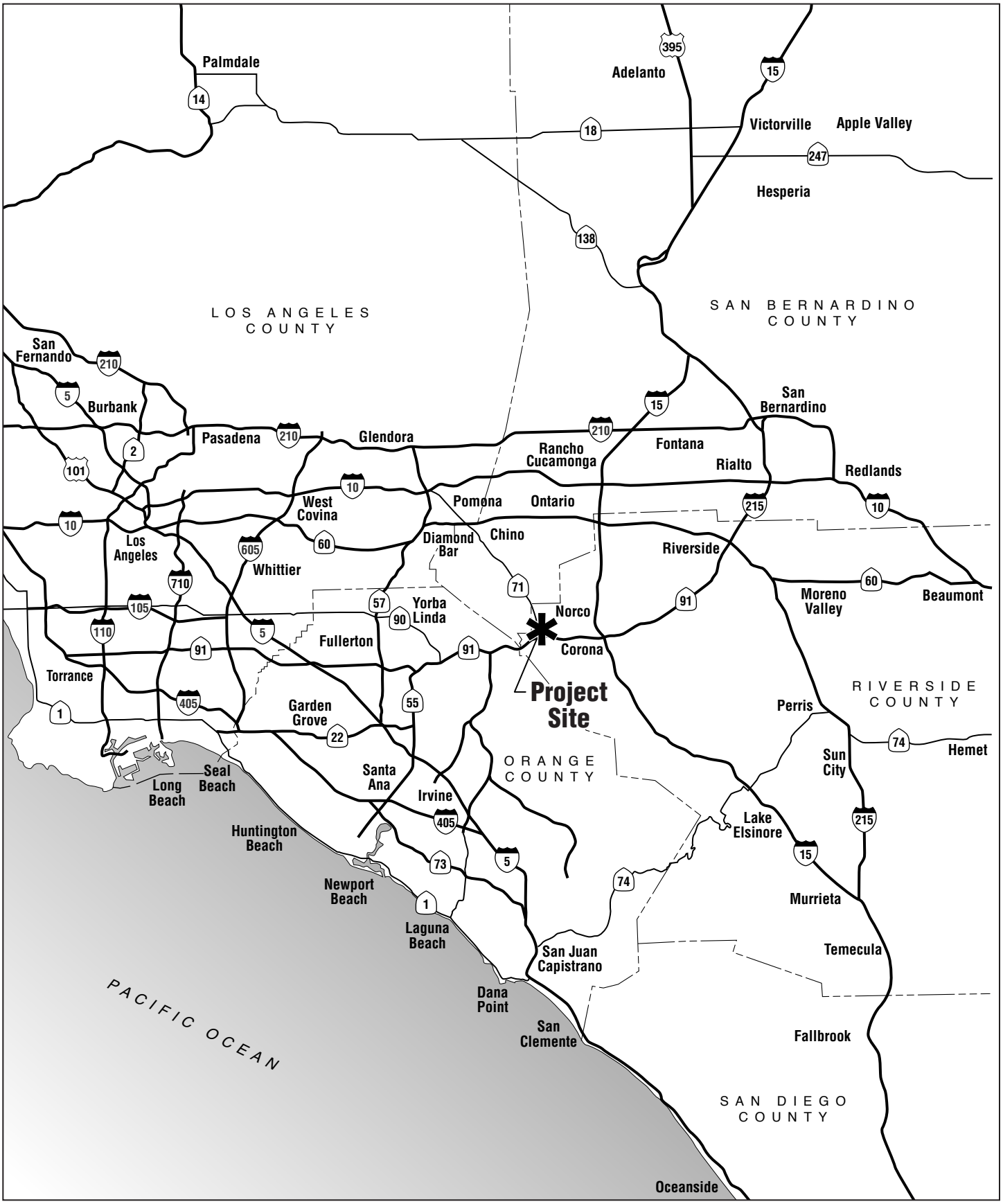
2.2 ENVIRONMENTAL SETTING

The project site can generally be characterized as consisting of open space and recreational uses. The majority of the site is comprised of the Green River Golf Club. The golf course includes an 18-hole course, driving range, golf shop, and restaurant/bar. The Veranda at the Green River Golf Club provides banquet facilities and services, accommodating up to 400 guests for special events. Vehicular access to the golf course is provided via Green River Drive from Green River Road to the south.

Undeveloped State and County (Orange, San Bernardino, and Riverside) lands are located to the north and west of the golf course. The Santa Ana River flows southwest along the eastern boundary of the golf course near the project site and then flows west along the southern boundary of the golf course, north of SR-91. The BNSF rail line and ROW extends east-west, bisecting the golf course.

As noted above, a segment of SART-Phase 6 would include a trail segment between the existing SART-Phase 5 and planned SART-Phase 3, located northwest of the SR-91/SR-71 interchange. This segment is located partially in Chino Hills State Park and on land owned by RCFC/WCD. The area immediately adjacent to this segment is undeveloped but is surrounded by SR-71 and the Prado Dam spillway to the east and SR-91 to the south. Exhibit 2-2 provides additional detail regarding the environmental setting associated with the project site.

The majority of the SART-Phase 6 alignment would occur along existing, disturbed maintenance roads utilized for golf course maintenance activities. As such, a description of these existing golf course maintenance roads is provided below, and depicted on Exhibit 2-3, Existing Golf Course Maintenance Road Facilities (the number assigned to each maintenance road facility below corresponds with the number of the facility on the exhibit):



NOT TO SCALE

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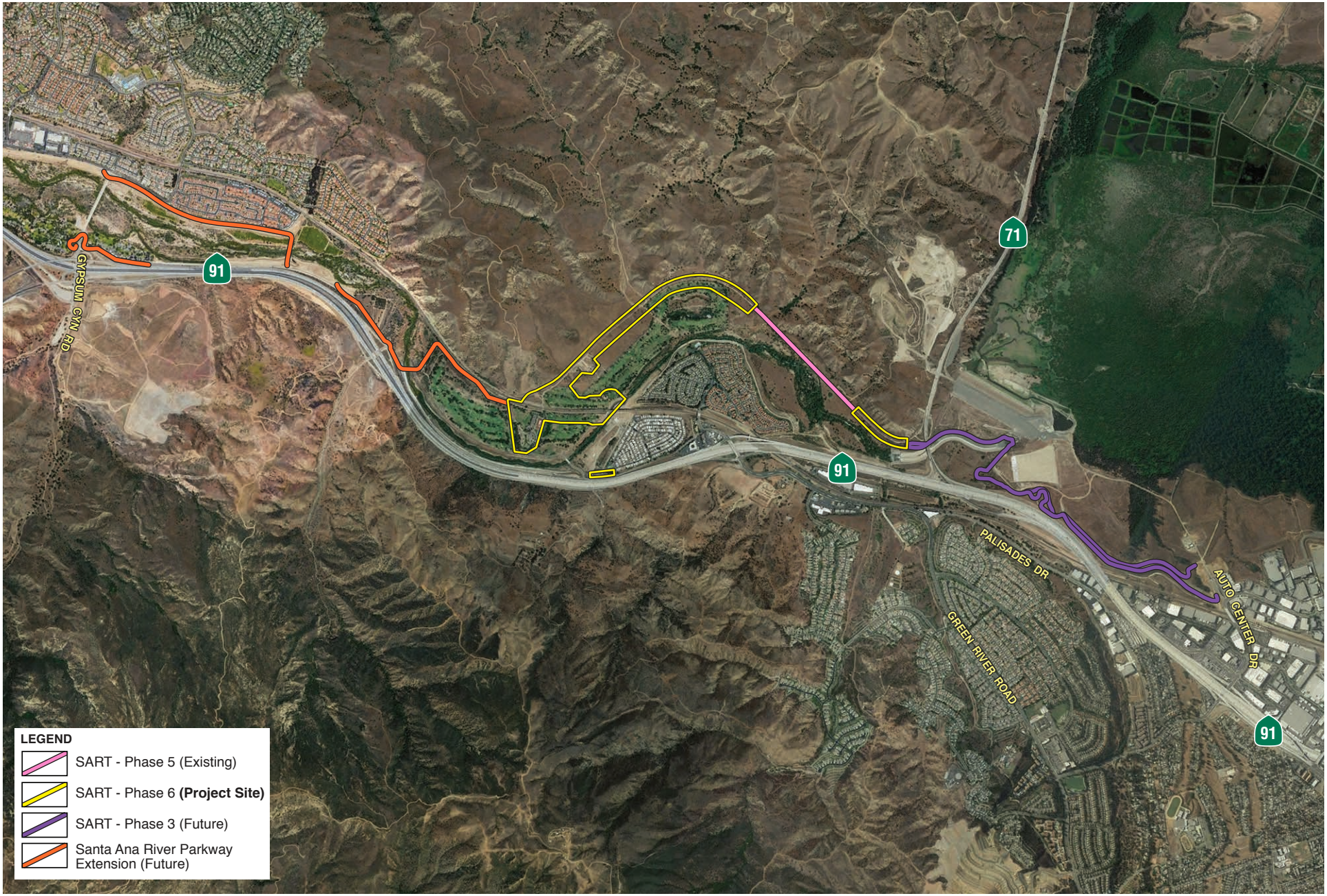
SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Regional Vicinity

Exhibit 2-1



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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Site Vicinity Map

Exhibit 2-2

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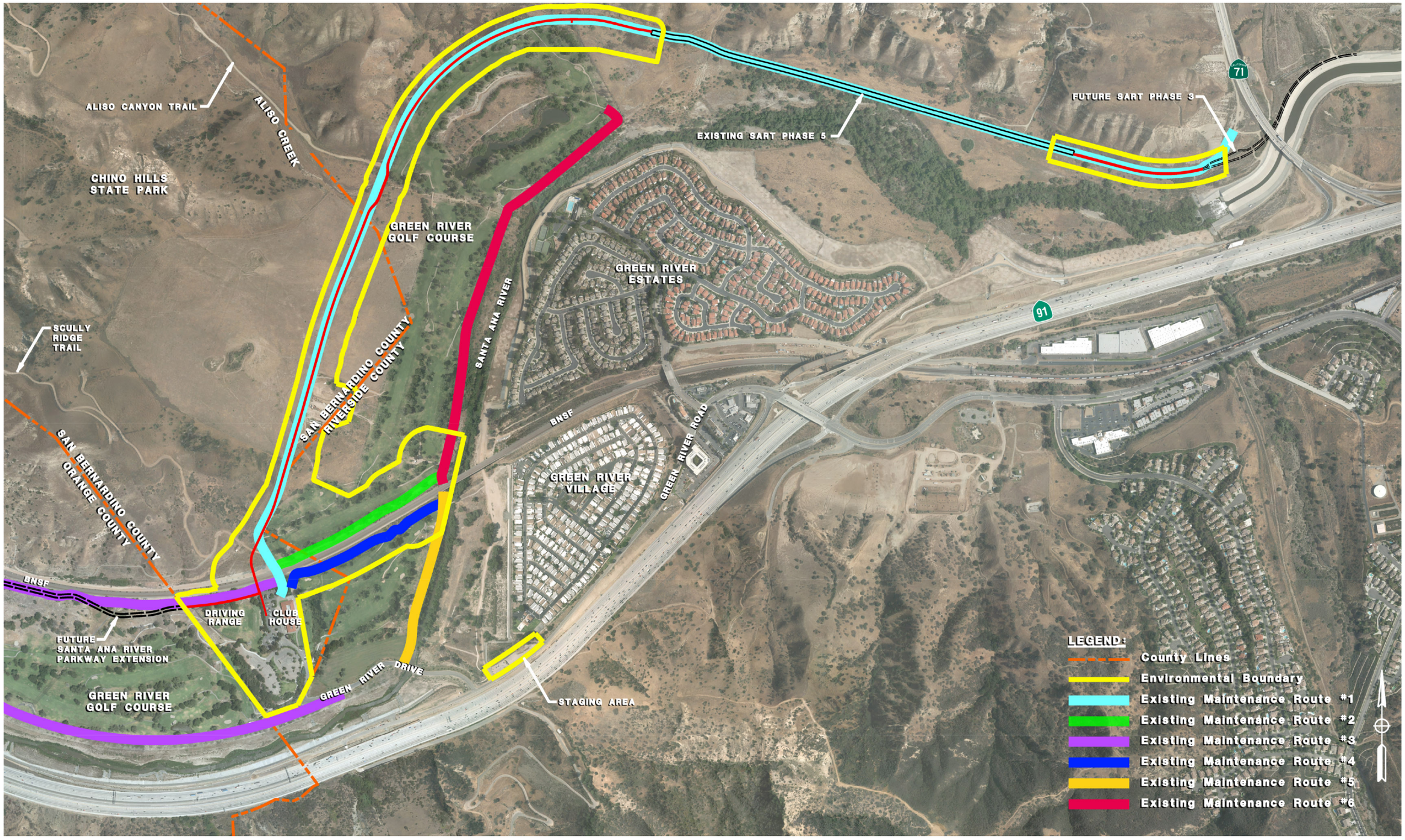

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Existing Golf Course Maintenance Road Facilities

Exhibit 2-3

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1. A dirt maintenance road extends east from the existing at-grade BNSF crossing utilized by the golf course (immediately north of the golf course clubhouse and parking lot) to SR-71 along the western/northern boundary of the golf course. The maintenance road provides access to the golf course's maintenance yard. The road is paved just north of the at-grade BNSF crossing and extends south across the rail line where the paved portion continues into the golf course parking lot. Access to the BNSF at-grade crossing is restricted to golf course personnel per the 25-year licensing agreement between the golf course and BNSF, which was executed on March 23, 2015. Accordingly, vehicle access along this maintenance road is restricted to include delivery vehicles, golf course maintenance vehicles, and utility vehicles with facilities in the area.

   Unlike the maintenance roads described below, this maintenance road (north of the BNSF rail crossing) is also used by Chino Hills State Park recreational users to connect to trails within the State Park. As the road extends east past the golf course, it transitions into the existing SART-Phase 5 (an improved dual-track paved/natural surface trail), and then to an unimproved dirt trail as it extends to SR-71. The maintenance road/trail extends through OCFCD, SAWPA, and Chino Hills State Park properties.

2. Commencing at the at-grade crossing north of the BNSF ROW, this dirt maintenance road extends east, within the BNSF ROW, parallel to the rail line extending towards the Santa Ana River where it connects with another dirt maintenance road (maintenance road No. 6 further described below).

3. Commencing at the at-grade crossing, south of the BNSF ROW, a combination dirt/paved maintenance road extends west, within OCFCD ROW, parallel to the rail line and circumnavigating the perimeter of the westernmost portion of the golf course until it connects with Green River Golf Course Drive, south of the golf course and north of the Santa Ana River. This maintenance road is used exclusively by maintenance vehicles for the golf course.

4. Northeast of the golf course club house, south of the railroad ROW, another dirt maintenance road extends east towards the Santa Ana River where it connects to the gravel/dirt maintenance road No. 5, discussed below.

5. Further east, and south of the BNSF ROW, another combination gravel/dirt maintenance road extends from Green River Golf Course Drive along the golf course's eastern boundary, west of the Santa Ana River. A BNSF undercrossing provides access between the southern and northern portions of the golf course. South of the BNSF rail line undercrossing, the road combines with a paved golf cart path. Both golf carts and golf maintenance vehicles utilize the undercrossing to access the northern portion of the golf course. The U.S. Army Corps of Engineers' Reach 9 Pier Improvement Plans (currently under construction) will improve the entire stretch of this maintenance road from the BNSF undercrossing to Green River Golf Course Drive prior to construction of SART-Phase 6.

6. North of the BNSF undercrossing, this dirt maintenance road continues north along the eastern side of the golf course parallel to the Santa Ana River, continuing to the northernmost boundary of the golf course. This dirt maintenance road then continues northeasterly until it ends at the easterly edge of the golf course.

EXISTING ADJOINING LAND USES AND FACILITIES

The following land uses surround the project area:

- North: Chino Hills State Park is located to the north and northeast of the project site.
- East: The Santa Ana River, BNSF railroad, and residential communities of Green River Village and Green River Estates are located east of the project site. Further east is SR-71 and Prado Dam.
- South: The Santa Ana River, Green River Road, and SR-91 are located south of the project site

- West: Chino Hills State Park, BNSF railroad, and undeveloped land within Orange County are located to the west of the project site.

2.3 EXISTING GENERAL PLAN LAND USES AND ZONING

As shown in Table 2-1, *On-Site Land Use Designations and Zoning*, the majority of the project site is designated by the City of Corona as "Open Space Recreational (OS/R)" in the *General Plan Map Book*, and zoned as "Golf Course (GOLF)" in the *Zoning Map Book*. Based on the City of Chino Hills, *General Plan Land Use* (map) and *Zoning Map*, the western and southern portions of the project site are designated and zoned as "Commercial Recreation (C-R)" and "Chino Hills State Park." According to the Riverside County General Plan, *Temescal Canyon Area Plan Land Use Plan* and Riverside County Mapping and Spatial Data Portal website, the northeastern portion and the SART-Phase 6 alignment between SART-Phase 5 and SART-Phase 3 are designated "Open Space-Conservation (OS-C)" and zoned "Open Area Combining Zone - Residential Developments (R-5)" and "Watercourse, Watershed and Conservation Areas (W-1)."

Table 2-1
On-Site Land Use Designations and Zoning

Land Use	Zoning	Description
City of Chino Hills		
Commercial Recreation (C-R)[1]	Commercial Recreation (C-R)[2]	Western and southern portion of project site
Chino Hills State Park[1]	Chino Hills State Park[2]	Western and northern portion of project site (CHSP Management Zones: Core Habitat Zone[3] [CHSP land within City of Chino Hills] and Natural Open Space Zone[3] [CHSP land within Riverside County])
City of Corona		
Open Space Recreational (OS/R)[4]	Golf Course (GOLF)[5]	Central and northern portion of project site
Riverside County		
Temescal Canyon Area Plan: Open Space-Conservation (OS-C)[6]	Watercourse, Watershed and Conservation Areas (W-1)[7]	Encompasses majority of the SART-Phase 6 alignment between SART-Phase 5 and SART-Phase 3
	Open Area Combining Zone - Residential Developments (R-5)[7]	Northeastern portion of project site and a small portion near the western terminus of the SART-Phase 6 alignment between SART-Phase 5 and SART-Phase 3

Sources:
[1] City of Chino Hills, *General Plan Land Use*, February 24, 2015
[2] City of Chino Hills, *Zoning Map*, February 24, 2015
[3] Chino Hills State Park General Plan, Figure 6, *Management Zones*, February 23, 1999
[4] City of Corona, *General Plan Map Book*, August 11, 2014
[5] City of Corona, *Zoning Map Book*, August 11, 2014
[6] Riverside County General Plan, Figure 3, *Temescal Canyon Area Plan Land Use Plan*, June 26, 2018
[7] Riverside County Mapping and Spatial Data Portal website, https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public, accessed October 30, 2019

As shown in Table 2-2, *Surrounding Land Use Designations and Zoning*, surrounding land uses to the north and west of the project site are designated and zoned as "Commercial Recreation (C-R)" and "Chino Hills State Park" by the City of Chino Hills' *General Plan Land Use* (map) and *Zoning Map*. Additionally, according to the CHSP General Plan *Management Zones* (map), surrounding areas within Chino Hills State Park (CHSP) are designated as "Core Habitat Zone" (park land within City of Chino Hills) and "Natural Open Space Zone" (park land within Riverside County). Surrounding land uses to the east and south of the project site are designated by the City of Corona as "Open Space Recreational (OS/R)" in the *General Plan Map Book* and zoned as "Golf Course (GOLF)" in the *Zoning Map Book*. North of the project site and surrounding all sides of the SART Phase-6 alignment between SART-Phase

5 and SART-Phase 3, surrounding land uses are designated by Riverside County as "Open Space-Conservation" in the *Temescal Canyon Area Plan Land Use Plan*, and zoned as "Watercourse, Watershed and Conservation Areas (W-1)" in the Mapping and Spatial Data Portal website. Surrounding land uses northeast of the Green River Golf Club and west of the western terminus of the additional trail segment (SART-Phase 6 alignment between SART-Phase 5 and SART-Phase 3) are designated by Riverside County as "Open Space-Conservation" in the *Temescal Canyon Area Plan Land Use Plan*, and zoned as "Watercourse, Watershed and Conservation Areas (W-1)" in the Mapping and Spatial Data Portal website.

Table 2-2
Surrounding Land Use Designations and Zoning

Land Use Designation	Zoning	Description
City of Chino Hills		
Commercial Recreation (C-R)[1]	Commercial Recreation (C-R)[2]	North and west of the project site
Chino Hills State Park[1]	Chino Hills State Park[2]	North of the project site (CHSP Management Zones: Core Habitat Zone[3] [CHSP land within City of Chino Hills] and Natural Open Space Zone[3] [CHSP land within Riverside County])
City of Corona		
Open Space Recreational (OS/R)[4]	Golf Course (GOLF), Open Space (OS)[5]	East and south of the project site
Riverside County		
Temescal Canyon Area Plan: Open Space-Conservation (OS-C)[6]	Watercourse, Watershed and Conservation Areas (W-1)[7]	North of the project site and surrounding all sides of the additional separate SART Phase-6 alignment
	Open Area Combining Zone - Residential Developments (R-5)[7]	Northeast of the Green River Golf Club and west of the western terminus of the additional trail segment (SART-Phase 6 alignment between SART-Phase 5 and SART-Phase 3)

Sources:
[1] City of Chino Hills, *General Plan Land Use*, February 24, 2015
[2] City of Chino Hills, *Zoning Map*, February 24, 2015
[3] Chino Hills State Park General Plan, Figure 6, *Management Zones*, February 23, 1999
[4] City of Corona, *General Plan Map Book*, August 11, 2014
[5] City of Corona, *Zoning Map Book*, August 11, 2014
[6] Riverside County General Plan, Figure 3, *Temescal Canyon Area Plan Land Use Plan*, June 26, 2018
[7] Riverside County Mapping and Spatial Data Portal website, https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public, accessed October 30, 2019

2.4 PROJECT BACKGROUND

In 1976, the Santa Ana River Trail 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; SAWPA; 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; refer to Appendix E, *Memorandum of Understanding*. 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.

Once completed, the regional SART would extend nearly 110 miles from the Pacific Ocean in the City of Huntington Beach to the Pacific Crest Trail in the San Bernardino Mountains. As envisioned, the majority of the segment from Huntington Beach to San Bernardino County would be a dual-track trail consisting of 1) paved Class I and Class II multi-use paths for bicyclists and pedestrians and 2) decomposed granite (DG) natural surface trail for equestrians,

mountain bicyclists, and hikers. Where feasible, the paved multi-use path and DG natural surface trail would run parallel to each other, although the alignments would diverge if constrained by technical or environmental conditions. This is consistent with existing built reaches of the SART in Orange and Riverside Counties. These existing built reaches currently serve the needs of recreational users, including pedestrians, hikers, bicyclists, and equestrians. The trail facilities also provide commuters an opportunity for alternative means and routes of transportation between Orange and Riverside Counties.

In Orange County, most of the Class I multi-use path and natural surface trail system has been completed. Currently, the Orange County portion of the Class I multi-use path extends approximately 28 miles from the Pacific Ocean to the Orange County/San Bernardino County boundary. The multi-use path is adjacent to the Santa Ana River for most of this distance. The approximately 26-mile natural surface trail also begins near the Pacific Ocean and ends approximately two miles west of the Orange County/San Bernardino County boundary, at Gypsum Canyon Road in the City of Yorba Linda. This portion of the Class I multi-use path/natural surface trail (Santa Ana River Parkway Extension) is currently in the final design phase and will terminate near the Orange County/Riverside County border where it would connect with the proposed project.

To the east of the project site, SART-Phase 6 would connect to the existing 0.75-mile SART-Phase 5 (completed in March 2019) and 2.6-mile SART-Phase 3 (currently under environmental review).

2.5 PROJECT DESCRIPTION

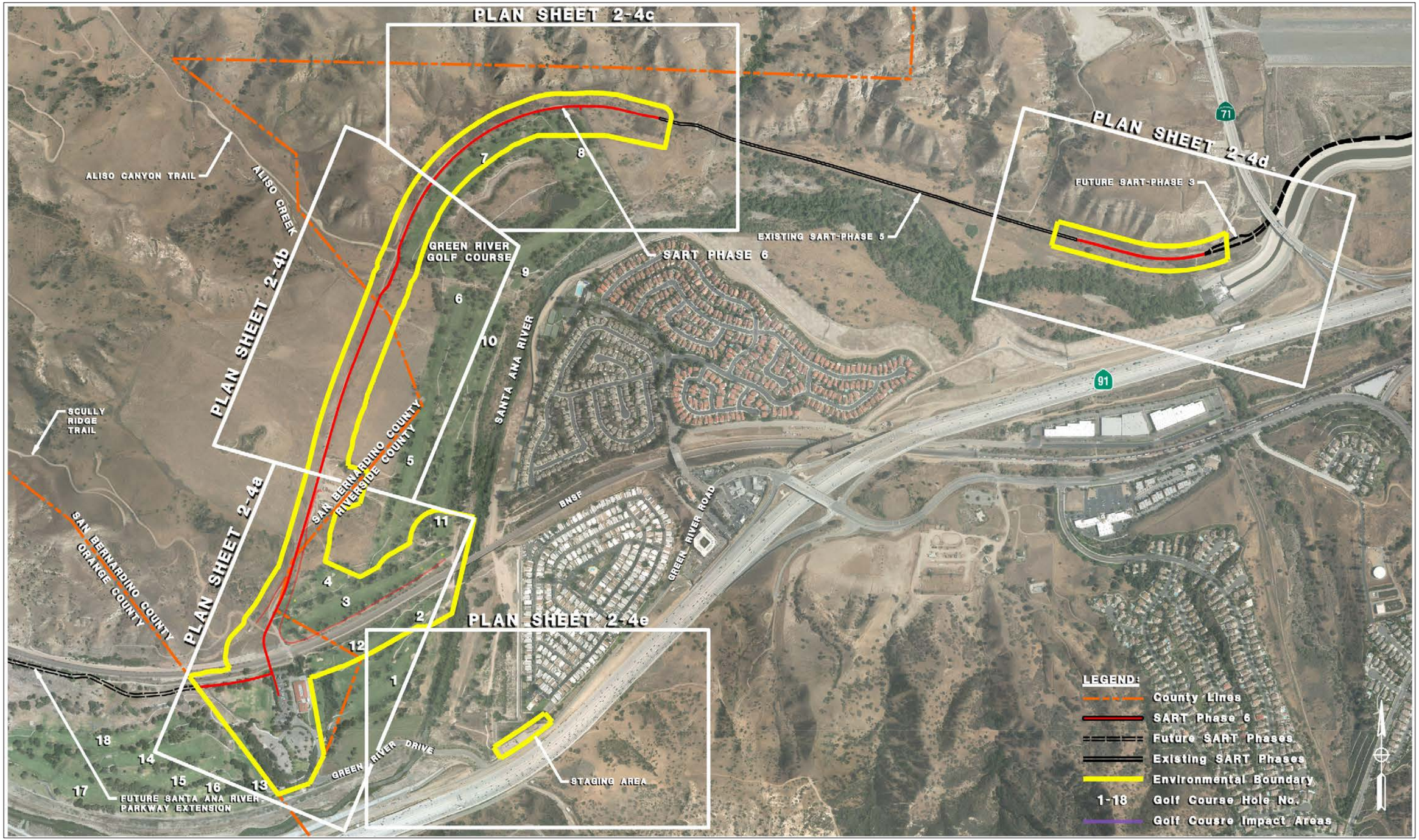
The proposed project consists of trail improvements that would complete a portion of the larger 110-mile regional SART system. Specifically, the project includes a 1.5-mile dual-track Class I multi-use path/natural surface trail, connecting the Santa Ana River Parkway Extension (currently in final design) located in Orange County with the existing SART-Phase 5 in Chino Hills State Park. The project also includes a 0.2-mile trail segment connecting the eastern terminus of the existing SART-Phase 5 and the western terminus of planned SART-Phase 3, near the SR-91/SR-71 interchange in Riverside County. The project would generally extend along the western boundary of the golf course; refer to Exhibit 2-4, *Conceptual Site Plan Key Map* and associated Exhibits 2-4a, *Plan Sheet 1* through 2-4e, *Plan Sheet 5*.

TRAIL CHARACTERISTICS

The proposed project would primarily consist of a parallel Class I multi-use path and natural surface trail; refer to Exhibit 2-5, *Typical Trail and Bridge Cross Section*. At proposed bridge locations, the trail would merge into a combined paved trail, as described below.

- Class I Multi-Use Path. The Class 1 multi-use path would be an Americans with Disabilities (ADA) accessible 12-foot-wide paved bike path, consisting of asphalt concrete pavement with an additional two-feet of unpaved dirt shoulder, for a total of 14 feet. This Class 1 multi-use path is intended to be used by bicyclists and pedestrians.

- Natural Surface Trail. The natural surface trail would be a 10-foot-wide trail consisting of DG or a similar permeable surface of compacted dirt with an additional two-foot shoulder, for a total of 12 feet. The natural surface trail is intended to be used by mountain bicyclists, equestrians, pedestrians, and hikers.



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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Site Plan Key Map

Exhibit 2-4

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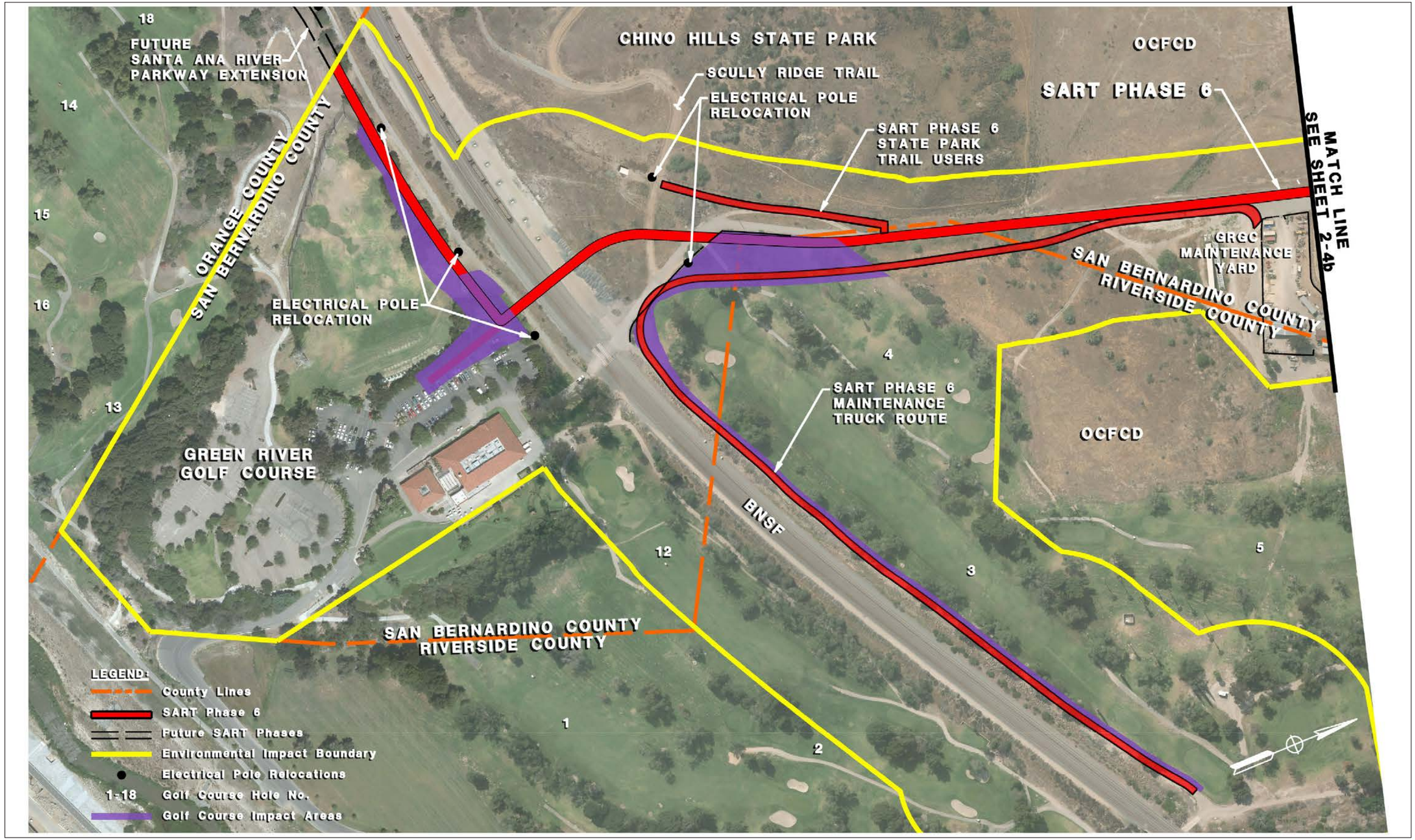

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Plan Sheet 1

Exhibit 2-4a

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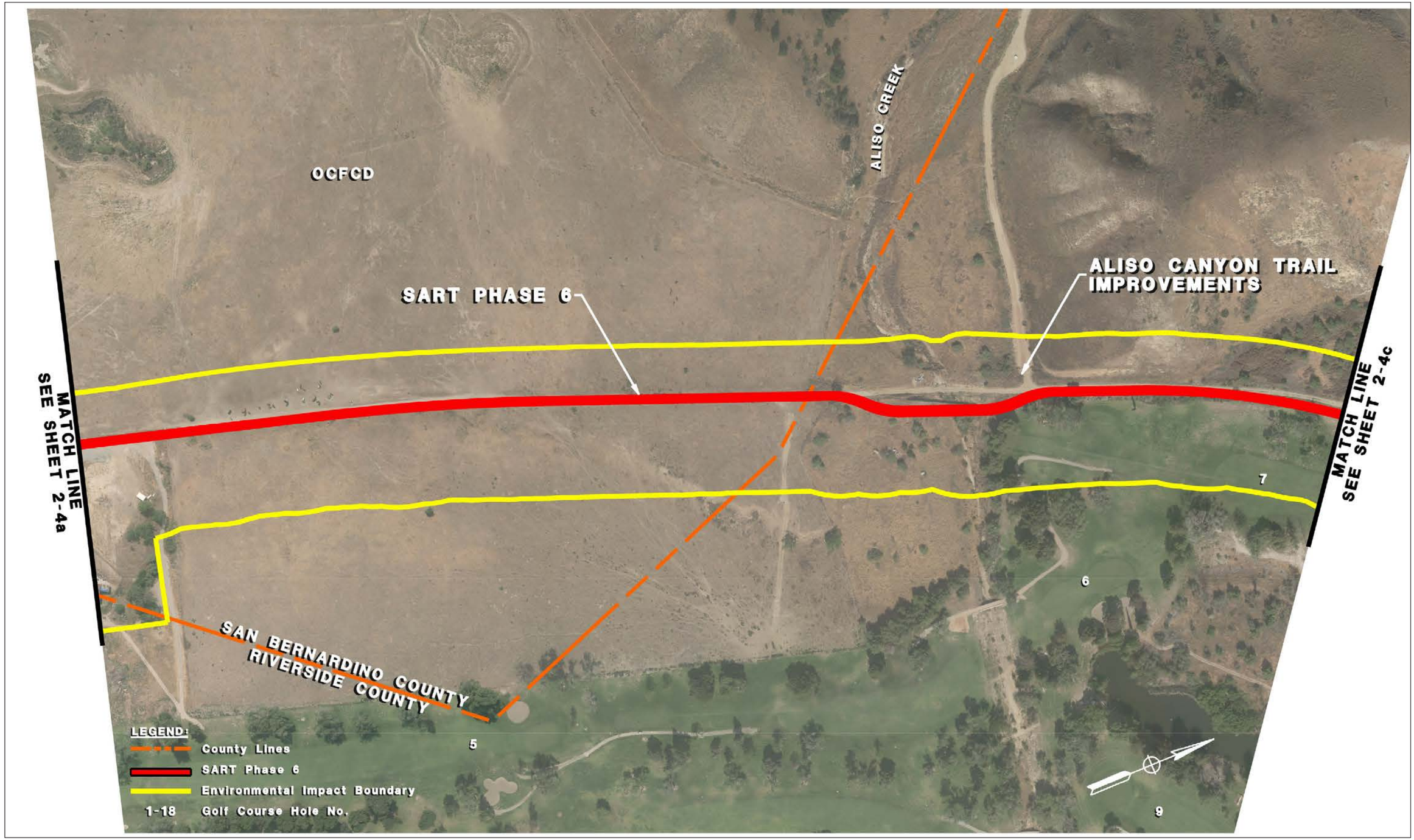

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Plan Sheet 2

Exhibit 2-4b

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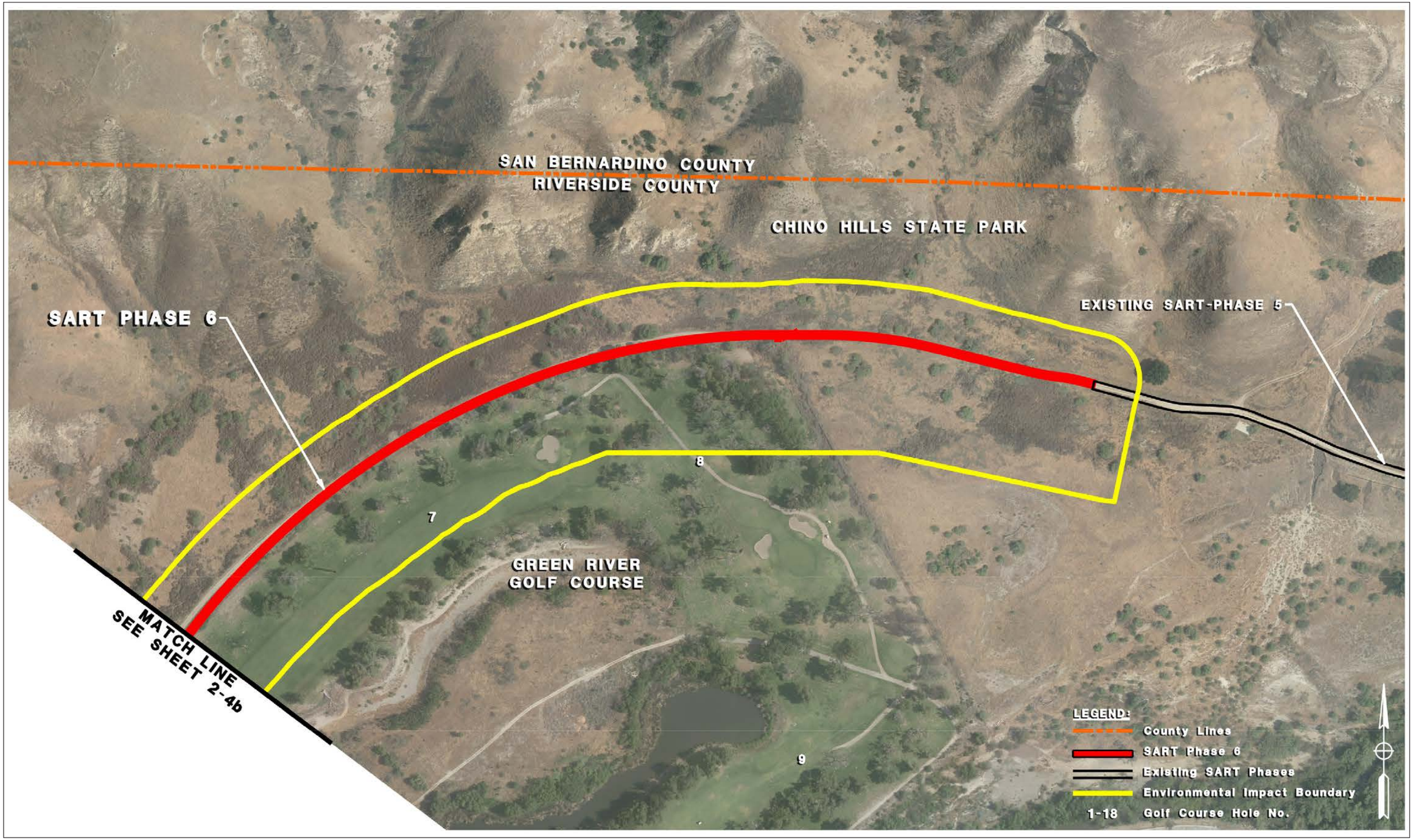

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Plan Sheet 3

Exhibit 2-4c

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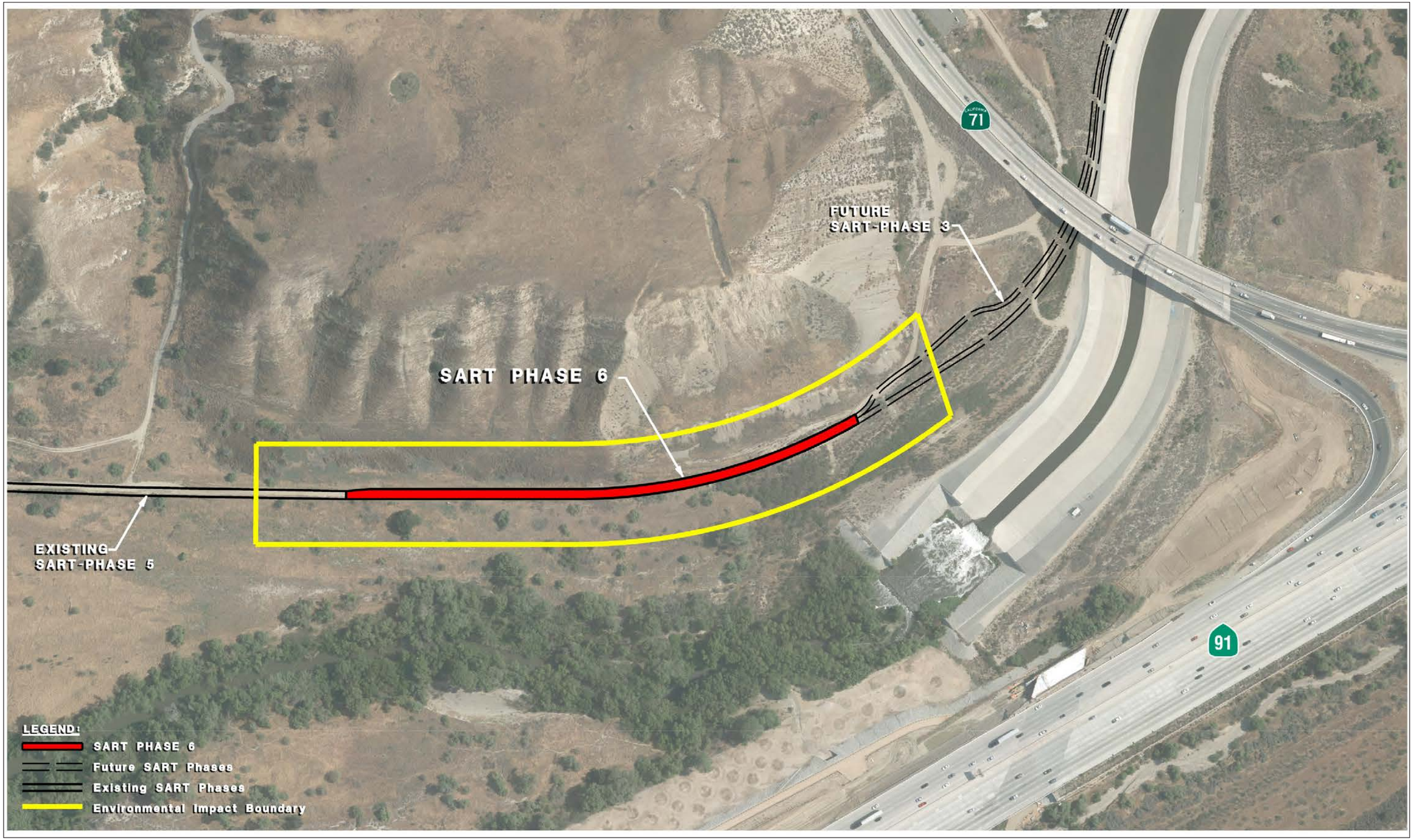

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Plan Sheet 4

Exhibit 2-4d

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Plan Sheet 5

Exhibit 2-4e

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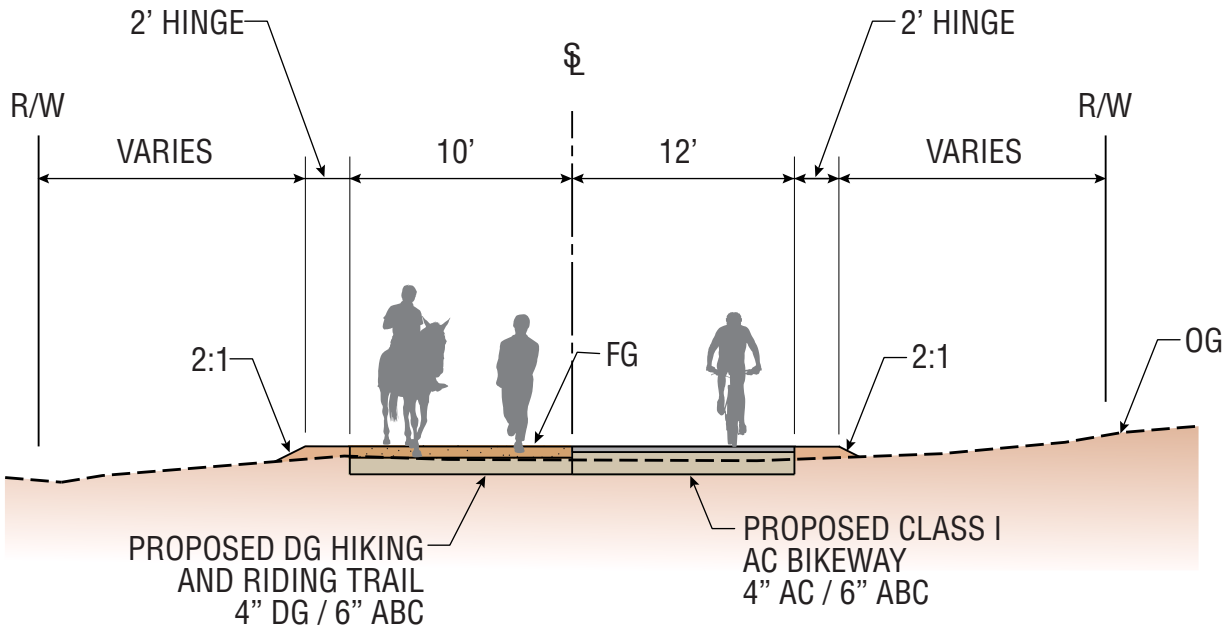
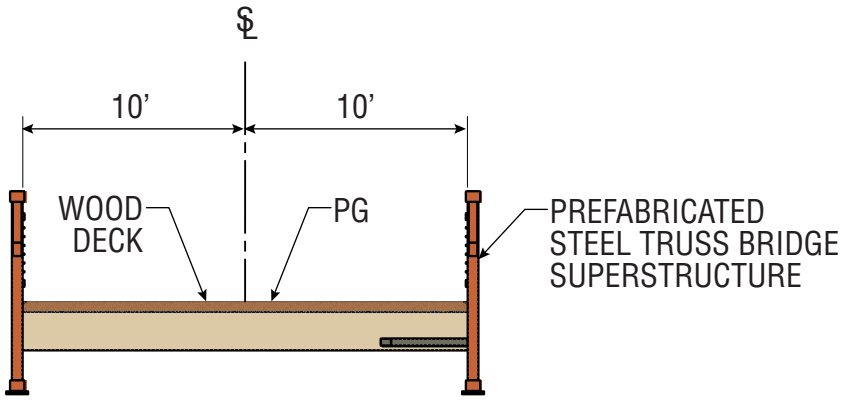


TYPICAL TRAIL SECTION



TYPICAL BRIDGE SECTION

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Typical Trail and Bridge Cross Sections

Exhibit 2-5

- Combined Paved Trail: 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 20 feet wide on the bridges.

TRAIL ALIGNMENT

The southwesterly terminus of the SART-Phase 6 alignment would connect with the easterly terminus of the planned Santa Ana River Parkway Extension at the Orange County/San Bernardino County line, south of the BNSF ROW. SART-Phase 6 would extend east-west (generally within the existing golf course maintenance road), south of, and parallel to, the BNSF rail line until it reaches the golf course parking lot. From the golf course parking lot, SART-Phase 6 would extend north, spanning the BNSF railroad tracks by bridge; refer to the Railroad Overcrossing discussion below. On the northern side of the BNSF rail line, the trail would descend at a five percent downgrade to maintain ADA accessibility.

SART-Phase 6 would continue north along the existing maintenance road No. 1. At Aliso Creek, a bridge would be constructed across and over Aliso Creek. The trail would then continue north/northeast and connect with the existing SART-Phase 5 in Chino Hills State Park.

An additional segment of the SART-Phase 6 would be constructed to connect the approximately 0.2-mile gap between the existing SART-Phase 5 with the planned SART-Phase 3.

RAILROAD OVERCROSSING

A 20-foot wide pedestrian/equestrian bridge or vehicular bridge would span across and over the BNSF railroad tracks; refer to Exhibit 2-5. As noted above, the Class I multi-use path and natural surface trail would merge into a combined paved trail and be shared by all users at the BNSF bridge. The northerly bridge abutment would be within the BNSF ROW, maintaining BNSF's minimum setback requirements for future track alignments.

MAINTENANCE ROAD REALIGNMENT

The existing maintenance road No. 2 would be realigned north of the existing BNSF at-grade crossing to the maintenance yard and would accommodate golf carts and maintenance vehicles; refer to Exhibit 2-4a.

ALISO CREEK CROSSING

The SART-Phase 6 would include a multi-use low-water crossing at Aliso Creek, which generally traverses the northern portion of the site in a west to east direction and flows south/southeast towards the Santa Ana River. The paved low-water crossing would be flat-bottomed to allow for wildlife passage.

TRAIL AREA ACCESS POINTS

Access to SART-Phase 6 would occur through five entry points:

1. Santa Ana River Parkway Extension Staging Area Access Point: This access point is located off Gypsum Canyon Road, in the County of Orange, at the Santa Ana River Parkway Extension unimproved parking lot. The Santa Ana River Parkway Extension segment is currently in final design.

2. Green River Road Staging Area Access Point: This existing access point is located at the westerly termini of Green River Road, between the Santa Ana River and the SR-91 (Riverside freeway), in the County of Riverside.

3. Golf Course Parking Lot Access Point: At the golf course parking lot on Green River Drive, non-motorized maintenance access to the proposed project would be provided to golf course staff and golf members only. At the parking lot, bollards and signage would be installed to prevent public and motorized access to the project from the parking lot.

4. SART-Phase 10 Staging Area Access Point: This access point will be located at the staging area along Auto Center Drive, in the County of Riverside (currently under environmental review). The access point will be constructed as part of the future SART-Phase 10 project.

5. Chino Hills State Park Trail Access Points: SART-Phase 6 would join the easterly access points of the Scully Ridge Trail and Aliso Canyon Trail. These existing dirt trails are located west of the project site within Chino Hills State Park. These assess points would provide Chino Hills State Park trail users access to the SART-Phase 6 as well as the other segments of the SART.

CHINO HILLS STATE PARK TRAIL IMPROVEMENTS

- Scully Ridge Trail: The project proposes to construct an approximately 490-foot long trail connection north of the BNSF crossing and west of the proposed SART-Phase 6 alignment to connect the Scully Ridge Trail with the proposed project.

- Aliso Canyon Trail: The Aliso Canyon Trail would connect with the SART-Phase 6 alignment north of the proposed Aliso Creek crossing. Currently, the trail entrance has a pipe gate and barbed wire fencing. Improvements to the Aliso Canyon Trail entrance from the SART-Phase 6 would include a new gate and fencing, removal of the cattle grate, improvements to the slope/transition from the SART-Phase 6 to the park with a turn out composed of decomposed granite that goes about 10 feet into the park, and installation of trail signage.

FENCING AND SIGNAGE

As depicted on Exhibit 2-6, *Conceptual Fencing Locations Map*, the proposed project would require protective fencing along various segments of the trail to provide for the safety of trail users. Fencing would be focused on key segments of the alignment, where the probability of errant golf balls entering the trail area are highest. The proposed fencing type would be a chain-link fence between the trail and golf course, that would arch/curve over the trail to provide additional protection. The fencing would be comprised of galvanized chain-link over 2.5-inch posts, with a height of approximately 11 feet.

Driving range netting/fencing would require relocation to accommodate the proposed bridge over and across the BNSF railroad; refer to the Golf Course discussion below. Trail signage would also be installed as necessary at trail access points, and at any planned points of interaction between golf course/District maintenance vehicles, golf carts, and trail users.

GOLF COURSE

In order to provide a connection to the Santa Ana River Parkway Extension in Orange County and accommodate the proposed project, portions of the golf course driving range and areas of play would require modification. The driving range netting/fencing along the northerly side of the driving range would need to be relocated further south at the proposed toe of slope, or a retaining wall would be constructed near the northern border of the driving range to minimize encroachment. In addition, an existing electrical line with three to five power poles adjacent to the existing golf course maintenance road would be relocated; refer to Exhibit 2-4a.

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Conceptual Fencing Locations Map

Exhibit 2-6

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In addition to the driving range modifications, portions of golf course hole 4 would be affected by the proposed project. The proposed realignment of maintenance road No. 1 and the fill slope required for the BNSF bridge crossing would traverse the tee and a small portion of the fairway at hole 4. A portion of nonplayable area for hole 3 would also be affected; refer to Exhibit 2-4a. To minimize impacts to usage of the affected areas of the golf course, the District would consult and coordinate with Orange County Public Works (owner of the golf course) during final design to identify improvements required to accommodate the trail and maintain play on affected holes.

2.6 CONSTRUCTION

Construction of the proposed project is anticipated to commence in December 2022 and last for approximately 19 months, ending in June 2024. Construction activities would require grading, excavation, import of construction materials (asphalt concrete, aggregate base, decomposed granite, and fill material), soil compaction, utility relocation, fencing/signage/striping, bridge abutment construction, and installation of prefabricated bridges.

CONSTRUCTION ACCESS AND STAGING

Construction access would be provided from SR-71. Construction vehicles would exit northbound SR-71 onto the existing maintenance road No. 1 and travel west along the planned SART-Phase 3 to the proposed SART-Phase 6 improvements.

A proposed construction staging area, located approximately 150 feet east of the Green River Drive, would be accessed from Green River Road. The site would be less than one acre in size, and would provide construction equipment and construction material storage. The site is currently fenced with chain link and is serving as the construction staging area for existing projects occurring at and within the vicinity of the project site. This staging area would only be utilized for project construction activities in the event adequate staging area is not available within the project's limits of disturbance.

2.7 OPERATIONS AND MAINTENANCE

The District has established Standard Operating Procedures (SOPs) 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. SART-Phase 6 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 (OHV) use, homeless encampments, and trail hazards with a focus on environmentally sensitive areas (ESA). 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 SART 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. In an effort 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.

2.8 PERMITS AND APPROVALS

The proposed project would require permits and approvals from various public agencies prior to construction. These permits and approvals are described below and may be modified as the project proceeds through the entitlement process.

Riverside County Regional Park and Open-Space District[1]

- California Environmental Quality Act Clearance
- Encroachment Permit

County of Riverside

- Construction Noise Exception
- Encroachment Permit

County of San Bernardino

- Encroachment Permit

City of Corona

- Noise Variance
- Encroachment Permit

City of Chino Hills

- Encroachment Permit

California State Parks

- Right-of-Entry Agreement
- Real Property Right-of-Way
- Application for Permanent Easement
- Operations and Maintenance Agreement

Orange County Parks

- Encroachment Permit

Orange County Public Works

- Operations and Maintenance Agreement
- Golf Course Modification Agreement
- Encroachment Permit
- Temporary Construction Easement

Santa Ana Regional Water Quality Control Board

- NPDES Construction General Permit
- Clean Water Act Section 401 Water Quality Certification

U.S. Army Corps of Engineers

- Clean Water Act Section 404 Nationwide Permit
- Encroachment Permit

[1] The mission of the District is to acquire, protect, develop, manage, and interpret, for the inspiration, use, and enjoyment of all people, a well-balanced system of park related places of outstanding scenic, recreational, and historic importance. Accordingly, the District has the responsibility for carrying out the SART Master Plan and approving this project as the CEQA lead agency.

California Department of Fish and Wildlife

- Section 1602 Streambed Alteration Agreement

California Public Utilities Commission

- Authorization for New Crossing

Riverside County Flood Control and Water Conservation District

- Encroachment Permit

Burlington North Santa Fe (BNSF)

- Right-of-Entry Permit
- License Agreement
- Operations and Maintenance Agreement

California Public Utilities Commission (CPUC)

- New Crossing Authorization

Southern California Edison (SCE)

- License agreement
- Temporary Construction Easement

AT&T

- Temporary Construction Easement

Metropolitan Water District (MWD)

- Temporary Construction Easement

Santa Ana Watershed Project Authority (SAWPA)

- Temporary Construction Easement

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3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** Santa Ana River Trail-Phase 6 (SART-Phase 6) Through Green River Golf Club
2.	**Lead Agency Name and Address:** Riverside County Regional Park and Open-Space District 4600 Crestmore Road Jurupa Valley, California 92509
3.	**Contact Person and Phone Number:** Erin Gettis Assistant Director egettis@rivco.org 951.955.4558
4.	**Project Location:** Regionally, the majority of the project site is located within the western portion of the City of Corona, within Riverside County. A small portion near the northern perimeter of the site is located within an unincorporated area of southern Riverside County. Another small portion near the western perimeter of the site is located within the southeastern portion of the City of Chino Hills, within the County of San Bernardino. Locally, the project site is located north and west of the Santa Ana River, extending from the Orange County/San Bernardino County line on the west to the southeastern portion of the Chino Hills State Park on the east. Additionally, SART-Phase 6 would include an approximately 0.2-mile trail segment between the existing Phase 5 and planned Phase 3 of the regional SART system, located east of the Green River Golf Club near the State Route 91 (SR-91) and State Route 71 (SR-71) interchange, north of the Santa Ana River.
5.	**Project Sponsor's Name and Address:** Riverside County Regional Park and Open-Space District 4600 Crestmore Road Jurupa Valley, California 92509
6.	**General Plan Designation:** The majority of the project site is designated by the City of Corona *General Plan Map Book*, as "Open Space Recreational (OS/R)". Based on the City of Chino Hills *General Plan Land Use Map*, the western and southern portions of the project site are designated "Commercial Recreation (C-R)" and "Chino Hills State Park." According to the Riverside County General Plan *Temescal Canyon Area Plan Land Use Plan*, the northeastern portion and the SART-Phase 6 alignment between the existing SART-Phase 5 and planned SART-Phase 3 are designated "Open Space-Conservation (OS-C)".
7.	**Zoning:** The majority of the project site is zoned by the City of Corona *Zoning Map Book*, as "Golf Course (GOLF)". Based on the City of Chino Hills *Zoning Map*, the western and southern portions of the project site are zoned as "Commercial Recreation (C-R)" and "Chino Hills State Park." According to the Riverside County Mapping and Spatial Data Portal website, the northeastern portion and the SART-Phase 6 alignment between SART-Phase 5 and SART-Phase 3 are zoned "Open Area Combining Zone - Residential Developments (R-5)" and "Watercourse, Watershed and Conservation Areas (W-1)."

8. **Description of the Project:** The proposed project would consist of an approximately 1.5-mile trail segment through Green River Golf Club and a 0.2-mile segment between the existing Phase 5 and planned Phase 3 of the larger 110-mile regional SART system. The project would construct a recreational dual-track Class I multi-use path/natural surface trail, connecting the Santa Ana River Parkway Extension (currently in final design) located west of the project site in Orange County, with the existing SART-Phase 5 in Chino Hills State Park on the east within Riverside County. Additionally, the project involves a dual-track Class I multi-use path/natural surface trail, connecting the eastern terminus of the existing SART-Phase 5 and the western terminus of the planned SART-Phase 3, near the SR-91 and SR-71 interchange in Riverside County. The project would generally extend along the western boundary of the golf course.

9. **Surrounding Land Uses and Setting:**

- North: Chino Hills State Park is located to the north and northeast of the project site (CHSP Management Zones: Core Habitat Zone [CHSP land within City of Chino Hills] and Natural Open Space Zone [CHSP land within Riverside County]).
- East: The Santa Ana River, Burlington Northern Santa Fe (BNSF) railroad, and residential communities of Green River Village and Green River Estates. Further east is the SR-71 and Prado Dam.
- South: The Santa Ana River, Green River Road, and SR-91 are located directly south of the project site.
- West: Chino Hills State Park, undeveloped Orange County Flood Control District (OCFCD) property (not part of the developed golf course), BNSF railroad, and undeveloped land within Orange County are located to the west of the project site.

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

Refer to Section 2.8, *Permits and Approvals*, for a description of the range of local, regional, and State approvals anticipated to be required for the project. Additional approvals may be required as the project entitlement process moves forward.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines* and used by the District in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- *No Impact*. The development will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.

4.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		✓		

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Based on the Riverside County, Corona, Chino Hills, and CHSP General Plans, the project area can be characterized as having a high value in regards to aesthetic and scenic qualities. The Santa Ana Mountains and Gavilan Hills create the primary backdrop for the project vicinity. The Gavilan Hills to the east are characterized by rock outcroppings and sparse low-lying vegetation, while the Santa Ana Mountains to the west comprise a large portion of Cleveland National Forest. The Prado Basin, where the project is located, is a key focal point in the Santa Ana River Watershed at the western gateway to Riverside County. The Riverside County General Plan *Temescal Canyon Area Plan* identifies the project vicinity (Prado Basin/Santa Ana River area) as a unique backdrop along eligible State Scenic Highways State Route 91 (SR-91) and State Route (SR-71). This affords the project a highly distinct scenic vista for viewers.

The project site is visible from trails within Chino Hills State Park and other scenic overlook points provided in the surrounding hills and existing trails, in addition to golfers associated with the Green River Golf Club. The project site has limited visibility from adjoining residential and commercial uses, due to distance and intervening topography and vegetation. Prado Basin views from Sierra del Oro are considered scenic by the Corona General Plan and provides views of the project site from the southwest. Mature trees and residential uses occur between the project site and SR-91 and, therefore, the project site lacks a high degree of visibility from passengers traveling along SR-91. Additionally, views of the project site are not afforded to passengers traveling along SR-71 due to the mountainous terrain and mature vegetation.

During the construction phase of the project, clearing, grading, and trail construction activities would be visible to viewers from existing trails, surrounding land uses, roadways, and the Green River Golf Club. Although views towards the project site may temporarily be altered by ground disturbance, construction equipment, and supplies/stockpiles,

these potential impacts would be short-term in nature and would cease upon completion of the construction phase. Moreover, the vast majority of construction activities would be focused within areas that are currently occupied by existing, graded maintenance roads on and adjacent to the golf course. Short-term construction impacts would therefore be less than significant. Nevertheless, to further minimize any less than significant short-term construction impacts, Minimization Measure AES-1 has been included to further minimize impacts during the short-term construction process. This measure would require the Riverside County Regional Park and Open-Space District (District) to implement a Construction Management Plan during the construction process, which would identify locations of construction staging/stockpiling and areas requiring fencing/screening to minimize visual impacts.

On a long-term operational basis, the project may result in alterations to the visual and aesthetic character within the existing vista. As noted above, the majority of the proposed trail alignment would occur on existing graded maintenance roads on and adjacent to the golf course, and in most cases the project would not result in substantial changes in grade or topography. The project would have the highest potential for impacts to a scenic vista as a result of the following:

- **Proposed Burlington Northern Santa Fe (BNSF) Bridge:** The project would include a bridge overcrossing of the BNSF rail alignment. The 20-foot wide concrete prefabricated pedestrian/equestrian bridge or vehicular bridge would span across the BNSF railroad, and would have a maximum height of approximately 40 feet. The northerly bridge abutment would be within the BNSF right-of-way, maintaining BNSF's minimum setback requirements for future track alignments. While this new bridge structure may alter visual characteristics within the immediate vicinity of the crossing, it is not anticipated that impacts would be significant in nature. The location of the proposed bridge is dominated by the existing BNSF three-track alignment and is highly developed and disturbed. With its location north and west of Green River Golf Club, visibility at this location would generally be limited to golf course users and vantage points from Scully Ridge Trail. Visibility from SR-91, SR-71, and residential uses east of the Santa Ana River would be interrupted due to topography and existing intervening vegetation.

- **Golf Course Protective Fencing:** As depicted on Exhibit 2-6, *Conceptual Fencing Locations Map*, the proposed trail alignment would require protective fencing along various segments of the trail to provide for the safety of trail users. Fencing would be focused on key segments, where the probability of errant golf balls entering the trail area are highest. The proposed fencing type would be a chain-link fence between the trail and golf course, that would arch/curve over the trail to provide additional protection. The fencing would be comprised of galvanized chain-link over 2.5-inch posts, with a height of approximately 11 feet.

  The proposed golf course fencing is not anticipated to result in a significant impact to a scenic vista. Impacts related to the fencing would be localized in nature; views of the fencing would generally be limited to golfers, and users of Scully Ridge Trail and Aliso Canyon Trail. The Santa Ana River and substantial amounts of vegetation and mature trees would substantially reduce visibility to nearby residential uses. With its limited height of approximately 11 feet, the fencing would not have the capacity to permanently block or alter views from adjacent uses. Thus, impacts in this regard would be less than significant.

- **Tree Removal:** Implementation of the proposed project would include grading and excavation that would require removal of existing vegetation, including mature trees. These areas would be focused immediately north of the proposed BNSF rail crossing and along golf course holes # 7 and 8. Although tree removal may result in an alteration in the aesthetic character along the project alignment, impacts in this regard would not be significant. As noted in Section 4.4, *Biological Resources*, the Riverside County Municipal Code and Chino Hills Municipal Code would require Tree Removal Permits be obtained prior to tree removal. The Tree Removal Permits would ensure that living, native and non-native trees that are removed during construction be replaced in accordance with permit requirements. Thus, impacts in this regard would be less than significant.

Based on the analysis above, post-construction views would be similar in character to current views and would continue to meet viewer expectations from all perspectives. Thus, impacts would be less than significant.

Minimization Measures:

AES-1 The Riverside County Regional Park and Open-Space District (District) shall implement a Construction Management Plan to ensure the contractor will indicate the equipment and vehicle staging areas, location of stockpiling of materials, fencing locations (i.e., temporary fencing with opaque material), and construction haul route(s) to minimize visual impacts. The Construction Management Plan shall be subject to review and approval by the District, and shall be a requirement indicated on project plans and specifications.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. As noted above, SR-91 and SR-71 are identified as "eligible" State Scenic Highways located within the project area.[1] Although neither of these highways are officially designated State Scenic Highways, the proposed project would occur in proximity to these roadways and could result in an alteration to the scenic characteristics of the project area for motorists.

As noted above in Response 4.1(a), mature trees and residential uses occur between the project site and SR-91 and, therefore, the project site lacks a high degree of visibility from passengers traveling along SR-91. Grading would not occur in these areas off-site and the mature trees would continue to shield view of the project site. Additionally, views of the project site are not afforded to passengers traveling along SR-71 due to the mountainous terrain and mature vegetation. As discussed in Section 4.5, Cultural Resources, no historic resources are known to occur on-site and, therefore, the project would not impact historic buildings. No rock outcroppings occur on-site. Moreover, Minimization Measure AES-1 and adherence to Riverside County and Chino Hills Municipal Code requirements would further minimize potential project impacts in regard to short-term construction impacts and tree removal. The Tree Removal Permits required by the Riverside County and Chino Hills Municipal Code would ensure that living, native and non-native trees that are removed during construction be replaced in accordance with permit requirements. As such, impacts in this regard would be less than significant.

Minimization Measures: Refer to Minimization Measure AES-1.

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?

Less Than Significant Impact. The project site is located within a non-urbanized area of the west end of the City of Corona and the southeast portion of the City of Chino Hills, north of SR-91 in both Riverside and San Bernardino counties. Existing views are mainly comprised of the existing Green River Golf Club, disturbed maintenance roads, segments of the BNSF railroad, and relatively undisturbed, natural habitats within the Chino Hills State Park and along the Santa Ana River. The topography of the survey area consists of a nearly flat plateau surrounded by steep slopes to the north, south, and west and a relatively flat plateau to the east. The eastern portion of the survey area consists of moderately steep hillsides that slope down towards the Santa Ana River.

As noted above, impacts related to short-term construction activities would be less than significant. Although views towards the project site may temporarily be altered by ground disturbance, construction equipment, and supplies/stockpiles, these potential impacts would be short-term in nature and would cease upon completion of the construction phase. Moreover, the vast majority of construction activities would be focused within areas that are currently occupied by existing, graded maintenance roads on and adjacent to the golf course. Minimization Measure

[1] California Department of Transportation, *Scenic Highways,* website, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed August 29, 2019.

AES-1 has been included to minimize impacts during the short-term construction process, and impacts would be less than significant in this regard.

On a long-term operational basis, a project is generally considered to have a significant visual/aesthetic impact if it substantially changes the character of the project site such that it becomes visually incompatible or visually unexpected when viewed in the context of its surroundings, resulting in degradation of the existing visual character or quality of the site and its surroundings. The project would have a less than significant impact in this regard as the majority of the proposed trail alignment would occur on existing graded maintenance roads on and adjacent to the golf course, and would not result in substantial changes in grade or topography that would degrade the existing visual or quality of public views. As noted above in Response 4.1(a), the project would include components that could result in changes to the visual character of the site, including the BNSF bridge, golf course protective fencing, and tree removal. However, as noted in the analysis above, due to the limited views of the site (more specifically the BNSF bridge and golf course protective fencing) and adherence to Riverside County and Chino Hills Municipal Code requirements regarding tree removal, The Tree Removal Permits required by the Riverside County and Chino Hills Municipal Code, which would ensure that living, native and non-native trees that are removed during construction be replaced in accordance with permit requirements, long-term operational impacts would be less than significant.

Minimization Measures: Refer to Minimization Measure AES-1.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact With Mitigation Incorporated. There are two primary sources of light: light emanating from building interiors that passes through windows and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Light introduction can be a nuisance to adjacent uses and diminish the view of the clear night sky. Currently, light and glare in the project vicinity is produced by the nighttime security lighting at the Green River Golf Club, lighting at the golf course parking lot, headlights from BNSF trains, and vehicle headlights and street lighting on surrounding roadways.

The project could result in potential light/glare impacts during the construction process. Although it is not anticipated that construction would be capable of producing substantial daytime glare, there is a potential for up to four nights of nighttime construction being required for implementation of the BNSF bridge. Although no light-sensitive receptors are located in the immediate vicinity of the BNSF bridge, there is a potential that nighttime lighting could be visible to motorists along SR-91 or residential uses east of the Santa Ana River. Thus, Mitigation Measure AES-2 has been incorporated, which would require that all nighttime construction lighting is oriented downward and away from sensitive areas, and that lighting is of the minimal wattage necessary to provide for safety during construction. With implementation of this mitigation measure, short-term construction impacts would be less than significant.

During long-term operations, the proposed trail is not anticipated to result in significant daytime or nighttime light/glare, because no habitable structures or lighting are proposed as a part of the project. None of the trail materials (asphalt concrete, decomposed granite, BNSF bridge, golf course fencing) would be highly reflective or capable of producing substantial glare. Therefore, long-term operational impacts would be less than significant in this regard.

Mitigation Measures:

AES-2 All construction-related lighting fixtures (including portable fixtures) shall be oriented downward and away from adjacent sensitive areas (including residential and biologically sensitive areas). Lighting shall consist of the minimal wattage necessary to provide safety at the construction site. The Riverside County Regional Park and Open-Space District (District) shall ensure that this provision is indicated on project plans and specifications prior to approval of final construction documents.

4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

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?

No Impact. The proposed project would construct a dual-track Class I multi-use path/natural surface trail through the Green River Golf Club. The majority of the project area is characterized by "Urban" and "Built-Up Land," as identified by the California Department of Conservation's Farmland Mapping and Monitoring Program.[1] A small portion of the project would traverse land identified as "Grazing Land" and "Farmland of Local Importance." Although this portion of the site is currently identified as agricultural, this land is not considered "Prime," "Unique," or "Farmland of Statewide Importance", and none of the project site or adjacent land is designated or utilized for agricultural use. As such, project implementation would have no impact on Prime, Unique, or Farmland of Statewide Importance. No impacts would occur in this regard.

[1] California Department of Conservation Farmland Mapping and Monitoring Program, *Riverside County Important Farmland 2016*, published July 2017, accessed September 26, 2019.

***Mitigation Measures*:** No mitigation is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

***No Impact*.** Refer to Response 4.2(a), above. The subject site is zoned as "Commercial Recreation (C-R)", "Chino Hills State Park", "Golf Course (GOLF)", "Watercourse, Watershed and Conservation Areas (W-1)", and "Open Area Combining Zone – Residential Developments (R-5)". No agricultural zoning designation exists on-site or within the project vicinity. In addition, according to the *State of California Williamson Act Contract Land Map*, dated 2017, prepared by the California Department of Conservation, the project site is not located on or within the vicinity of land protected under the Williamson Act.[2] No impacts would occur in this regard.

***Mitigation Measures*:** No mitigation is required.

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

***No Impact*.** Refer to Responses 4.2(a) and 4.2(b), above. No zoning for forest land, timberland, or timberland production exists within the project area, and no impacts would occur in this regard.

***Mitigation Measures*:** No mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

***No Impact*.** Refer to Responses 4.2(a) through 4.2(c), above. No forest land exists within the project area, and no impacts would occur in this regard.

***Mitigation Measures*:** No mitigation is required.

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?

***No Impact*.** Refer to Responses 4.2(a) through 4.2(d), above. No farmland or forest land exists within the project area, and no impacts would occur in this regard.

***Mitigation Measures*:** No mitigation is required.

[2] California Department of Conservation Division of Land Resource Protection, *State of California Williamson Act Contract Land*, published 2017.

4.3 AIR QUALITY

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

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The proposed project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the *SCAQMD 2016 Air Quality Management Plan for the South Coast Air Basin* (2016 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2016 AQMP that are designed to achieve Federal and State air quality standards. The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017 and incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Southern California Association of Governments' (SCAG's) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), and updated emission inventory methodologies for various source categories. According to SCAQMD's *1993 CEQA Air Quality Handbook* (CEQA Air Quality Handbook), in order to determine consistency with the 2016 AQMP two main criteria must be addressed.

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertain to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_X), and particulate matter (PM_{10} and $PM_{2.5}$) would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gasses (ROG) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone (O_3) formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

b) Would the project cause or contribute to new air quality violations?

As discussed in Response 4.3(b), the proposed project would result in emissions that are below SCAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards and would result in a less than significant impact.

c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As discussed in Response 4.3(c), the proposed project would result in less than significant impacts with regard to localized concentrations during project construction. As such, the proposed project would not delay the timely attainment of air quality standards or AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the AQMP. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the Riverside County General Plan, SCAG's *Growth Management* Chapter of the *Regional Comprehensive Plan and Guide* (RCPG), and SCAG's 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS also provides socioeconomic forecast projections of regional population growth. This proposed project would provide a gap closure in the Santa Ana River Trail (SART) system, linking trails and communities across the counties of Riverside and San Bernardino, consistent with the Riverside County General Plan *Circulation Element*. Therefore, the proposed project would be considered consistent with the current Riverside County General Plan land use designation; refer to Section 4.11, *Land Use*. Furthermore, the project does not involve any uses that would increase population beyond what is considered in the Riverside County General Plan and, therefore, would not affect county-wide plans for population growth at the project site. Thus, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCPG. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the County of Riverside; these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections.

b) Would the project implement all feasible air quality mitigation measures?

The proposed project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in Response 4.3(b). As such, the proposed project meets this AQMP consistency criterion.

c) Would the project be consistent with the land use planning strategies set forth in the AQMP?

The proposed project would serve to implement various County of Riverside and SCAG policies. The project involves a dual-track Class I multi-use path/natural surface trail, connecting the Santa Ana River Parkway Extension (currently in final design) located west of the project site in Orange County, with the existing SART-Phase 5 in Chino Hills State Park on the east within the Riverside County. The project is part of a planned 110-mile regional trail extending across multiple jurisdictions and is included in the Riverside County General Plan *Circulation Element*. As such, the proposed project is consistent with the land use planning strategies and meets this AQMP consistency criterion.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. As discussed above, the proposed project's long-term influence would also be consistent with the goals and policies of the 2016 AQMP and is, therefore, considered consistent with the SCAQMD's 2016 AQMP.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact.

CRITERIA POLLUTANTS

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_X). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOC's are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.

SHORT-TERM (CONSTRUCTION) EMISSIONS

Construction Emissions

Primary components of the construction process would involve grading, bridge construction, a class I multi-use path, a natural surface trail, and paving. Construction of the proposed project is anticipated to commence in December 2022 and last for approximately 19 months, ending in June 2024. Construction activities would require approximately 60,000 cubic yards of soil to be imported on-site.

Table 4.3-1, *Construction Air Emissions*, provides the construction emissions associated with the project. Emitted pollutants would include ROG, CO, NO_X, PM_{10}, and $PM_{2.5}$. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Data*, for the CalEEMod outputs and results.

As depicted in Table 4.3-1, construction-related emissions would not exceed the established SCAQMD thresholds for criteria pollutants. During construction activities, the project would also be required to comply with standard SCAQMD regulations, such as Rule 402 and 403. A less than significant construction impact would occur.

Table 4.3-1
Construction Air Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Emissions						
Year 1	3.73	57.02	32.88	0.15	8.60	3.00
Year 2	3.90	44.99	35.85	0.15	6.52	2.37
Year 3	5.01	43.36	52.15	0.12	3.35	2.09
Maximum Daily Emissions	**5.01**	**57.02**	**52.15**	**0.15**	**8.60**	**3.00**
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes: ROG = reactive organic gas; NO_x = nitrous oxide; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

1. Emissions were calculated using CalEEMod, version 2016.3.2.
2. Modeling assumptions include compliance with SCAQMD Rule 403 which requires: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.

Source: Refer to Appendix A for detailed model input/output data.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways

(typically during demolition and construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. These short-term impacts, however, would not be significant for the reasons discussed below.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would implement all required SCAQMD dust control techniques (i.e., daily watering) and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As provided in Table 4.3-1, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

LONG-TERM (OPERATIONAL) EMISSIONS

The proposed project would provide a gap closure in the SART system, linking trails and communities across the counties of Riverside and San Bernardino, consistent with the Riverside County General Plan *Circulation Element*. The project would generate a minimal number of traffic trips for trail inspection and maintenance on a periodic basis; therefore, the proposed project would not result in substantial permanent or long-term mobile source air emissions. In addition, the project is anticipated to result in beneficial long-term air quality effects, as it would result in improved connectivity in the project area for alternative modes of transportation. As a result, the project would not generate substantial operational emissions. Thus, impacts in this regard would be less than significant.

AIR QUALITY HEALTH IMPACTS

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age and gender]). In particular, O_3 precursors, VOCs and NO_X, affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous

sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (April 6, 2015) for the *Sierra Club vs. County of Fresno*, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (April 13, 2015) for the *Sierra Club vs. County of Fresno*, SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O_3, as an example is correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

CONCLUSION

As summarized above, the project's short-term construction emissions would be below the SCAQMD thresholds and would result in a less than significant impact. Furthermore, the project would not result in significant long-term air quality impacts, as emissions would not substantially change from existing baseline conditions. Thus, the project's construction and operational emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Sensitive receptors closest to the project site are associated with a single-family residential development located east of the project site. The closest sensitive receptor to the project site is approximately 510 feet to the east of the grading limits. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (area sources only). It should be noted that the construction staging area would be located adjacent to the south of the residential development. However, the staging area would primarily be used as a parking lot that is similar to the existing use, and no construction activities would occur in this area. Therefore, it would not cause any localized impacts.

LOCALIZED SIGNIFICANCE THRESHOLDS (LST)

Localized Significance Thresholds (LST) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project is located within Sensitive Receptor Area (SRA) 22, Corona/Norco Area.

Based off the CalEEMod results, the project would disturb approximately 90 acres over 60 days (1.5 acres per day); therefore, the LST thresholds for one acre were conservatively utilized for the construction LST analysis. It is noted that an operational LST analysis was not prepared, as the project would result in negligible operational emissions. As noted above, the closest sensitive receptor to the project site are single-family residences located approximately 510 feet (or 155 meters) to the east of the project site. This sensitive land use may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive use is approximately 155 meters away, the LST values of 100 meters were conservatively utilized. Table 4.3-2, *Localized Significance of Emissions*, shows the construction-related emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ compared to the LST's for SRA 22, Corona/Norco Area. As shown in Table 4.3-2, construction emissions would not exceed the LST's for SRA 22. Therefore, localized significance impacts from construction would be less than significant.

Table 4.3-2
Localized Significance of Emissions

Source[1]	Emissions (pounds/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 1[2]	32.09	28.16	2.16	1.45
Year 2[3]	31.45	32.77	2.02	1.31
Year 3[4]	29.09	32.57	1.25	1.16
Maximum Daily Emissions	**32.09**	**32.77**	**2.16**	**1.45**
SCAQMD Localized Significance Threshold[5]	*211*	*1,853*	*32*	*9*
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes: NOx = nitrous oxide; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter

1. Modeling assumptions include compliance with SCAQMD Rule 403 which requires properly maintaining mobile and other construction equipment; replacing ground cover in disturbed areas quickly; watering exposed surfaces three times daily; covering stock piles with tarps; watering all haul roads twice daily; and limiting speeds on unpaved roads to 15 miles per hour.
2. Year 1 (2022) grading phase emissions present the worst-case scenario for NO_X and CO, PM_{10}, and $PM_{2.5}$.
3. Year 2 (2023) building construction phase emissions present the worst-case scenario for NO_X, CO, and the grading phase emissions present the worst-case scenario for PM_{10}, and $PM_{2.5}$.
4. Year 3 (2024) building construction phase emissions present the worst-case scenario for NO_X, CO, PM_{10}, and $PM_{2.5}$.
5. The Localized Significance Threshold was determined using Appendix C of the SCAQMD's *Final Localized Significant Threshold Methodology* guidance document for NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (the thresholds for one acre was utilized), the distance to sensitive receptors (100 meters), and Source Receptor Area 22.

Source: Refer to Appendix A for detailed model input/output data.

CARBON MONOXIDE HOTSPOTS

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.). The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization [ICU]) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The project involves the construction of a dual-track Class I multi-use path/natural surface trail, and operational vehicle trips would be minimal (occasional maintenance/inspection trips). As traffic generation associated with the proposed Class I multi-use path/natural surface trail would be nominal, it would not be of sufficient volume to increase the ICU of nearby intersections to warrant a CO hotspot analysis. Less than significant impacts would result in this regard.

LOCALIZED AIR QUALITY HEALTH IMPACTS

As evaluated above, the project's air emissions would not exceed the SCAQMD's LST thresholds and CO hotpots would not occur as a result of the proposed project. Therefore, the project would not exceed the most stringent applicable Federal or State ambient air quality standards for emissions of CO, NO_X, PM_{10}, or $PM_{2.5}$. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, the project would not result in localized air quality health impacts.

Mitigation Measures: No mitigation is required.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project involves construction of a dual-track Class I multi-use path/natural surface trail and does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations (CCR), Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. Any project odor impacts to the existing adjacent land uses and the closest nearby sensitive receptors (510 feet to the east) would be short-term and not substantial as these odors would quickly dissipate due to the prevailing meteorology, the volatility of the emissions, and the distance to nearby sensitive receptors. Furthermore, any construction or project odors would be required to comply with SCAQMD Rule 402. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
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?			✓	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		✓		

The analysis of biological resources is based upon the following documents prepared by Michael Baker International (refer to Appendix B, *Biological Resources Documentation*):

- *Burrowing Owl Focused Survey Report* (Burrowing Owl Focused Survey), Santa Ana River Trail Phase 6 (SART – Phase 6) Through Green River Golf Course Project, Cities of Corona and Chino Hills, Counties of Riverside and San Bernardino, California, dated December 2019.

- *Coastal California Gnatcatcher Focused Survey Report* (CAGN Focused Survey), Santa Ana River Trail - Phase 6 (SART – Phase 6) Through Green River Golf Course Project, Riverside and San Bernardino Counties, California, dated July 2020.

- *Habitat Assessment and MSHCP Consistency Analysis* (Habitat Assessment), Phase 6 (SART – Phase 6) Through Green River Golf Course Project, Cities of Corona and Chino Hills, Counties of Riverside and San Bernardino, California, dated April 2021.

- *Delineation of State and Federal Jurisdictional Waters* (Jurisdictional Delineation), Phase 6 (SART – Phase 6) Through Green River Golf Course Project, Cities of Corona and Chino Hills, Counties of Riverside and San Bernardino, California, dated November 2020.

- *Determination of Biologically Equivalent or Superior Preservation* (DBESP), Phase 6 (SART – Phase 6) Through Green River Golf Course Project, Cities of Corona and Chino Hills, Counties of Riverside and San Bernardino, California, dated September 2021.

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?

Less Than Significant Impact With Mitigation Incorporated. Special-status plant and wildlife species were evaluated for their potential to occur within the project boundaries based on habitat requirements, availability and quality of suitable habitat, and known distributions. Based on the Habitat Assessment, 73 special-status wildlife species, 44 special-status plant species, and 10 special-status vegetation communities have the potential to occur in the United States Geological Survey (USGS) *Prado Dam, Black Star Canyon, Corona North,* and *Corona South, California* 7.5-minute quadrangles.

Special-status wildlife species that were observed on-site during the field surveys included: Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), tricolored blackbird (*Agelaius tricolor*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), Vaux's swift (*Chaetura vauxi*), northern harrier (*Circus hudsonius*), merlin (*Falco columbarius*), loggerhead shrike (*Lanius ludovicianus*), yellow-breasted chat (*Icteria virens*), California gull (*Larus californicus*), double-crested cormorant (*Phalacrocorax auritus*), yellow warbler (*Setophaga petechia*), vermilion flycatcher (*Pyrocephalus rubinus*), least Bell's vireo (*Vireo bellii pusillus* [LBVI]), and coastal California gnatcatcher (*Polioptila californica californica* [CAGN]). Based on the results of the literature review and the field surveys, the Habitat Assessment determined that California horned lark (*Eremophila alpestris actia*), Santa Ana sucker (*Catostomus santaanae*), and arroyo chub (*Gila orcuttii*) have a moderate to high potential to occur on-site. All other special-status wildlife species identified during the literature review either have a low potential to occur or are not expected to occur on-site based on existing site conditions and a review of specific habitat requirements, occurrence records, and known distributions. No special-status plant species were observed during the field surveys.

Potential project indirect impacts to Cooper's hawk, sharp-shinned hawk, tricolored blackbird, southern California rufous-crowned sparrow, coastal whiptail, northern harrier, merlin, loggerhead shrike, double-crested cormorant, yellow-breasted chat, yellow warbler, California horned lark, Santa Ana sucker, and arroyo chub all occur within Riverside County and are all fully covered under the Western Riverside County Regional Conservation Authority's (RCA's) *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP). The urban/wildlands interface guidelines presented in Section 6.1.4 of the MSHCP address indirect effects associated with new development in proximity to MSHCP Conservation Areas and wildlife with the potential to occur in adjacent riparian habitat. The guidelines would be incorporated into the proposed project to ensure that indirect impacts to MSHCP Conservation Areas and wildlife related to drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development are avoided or minimized.

- Drainage: The proposed project would ensure the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. Further, any stormwater systems would be designed to prevent the release of untreated surface runoff, toxins, chemicals, petroleum products, exotic plant materials or other elements. Refer to Section 4.10, *Hydrology and Water Quality*.

- Toxics: The proposed project has the potential to cause the release of toxic chemicals or materials related to the use of pesticides and herbicides during landscaping and/or leaks from construction equipment. To ensure that the proposed project does not result in the discharge of toxics chemicals or materials to the MSHCP Conservation Area, all equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities would occur in developed or previously disturbed upland areas and as far away, to the maximum extent feasible, from the MSHCP Conservation Area. Further, appropriate erosion control measures would be implemented to minimize erosion and eliminate or control potential point and non-point pollution sources during and following the project's construction phase. Refer to Sections 4.9, *Hazards and Hazardous Materials* and 4.10, *Hydrology and Water Quality*.

- Lighting: No lighting is proposed on-site during long-term operations. Therefore, lighting would not impact the MSHCP Conservation Area. Refer to Section 4.1, *Aesthetics*.

- Noise: Project related construction noise is not expected to exceed normal ambient noise levels within the survey area. Wildlife species present within adjacent habitats are routinely exposed to above average noise levels associated with the BNSF railroad and State Route 91. Refer to Section 4.13, *Noise*.

- Invasive Plant Species: If the proposed project will include landscaping, all landscape plans would avoid the use of invasive, non-native plant species listed in Table 6-2 of the MSHCP (Mitigation Measure BIO-6).

- Barriers: The proposed project would incorporate barriers, where feasible, to minimize unauthorized public access, domestic animals, illegal trespassing, and dumping in the MSHCP Conservation Area. Pursuant to the MSHCP, suitable barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. As such, it is recommended that highly visible barriers (e.g., silt fencing) be installed around the perimeter of the project impact area and access routes prior to construction and remain in place for the duration of the project (Mitigation Measure BIO-3).

- Grading/land development: The limits of disturbance would be minimized to the maximum extent feasible and access to the project work area would be limited to developed or previously disturbed upland areas. Further, any manufactured slopes associated with the proposed project would be contained within the boundaries of the impact footprint and would not extend into the MSHCP Conservation Area or otherwise into the area targeted for conservation within Criteria Cell 1612 or 1616.

As such, potential project-related impacts to these species have been accounted for and mitigated within the MSCHP. Thus, impacts to these species as a result of SART-Phase 6 would be less than significant.

Potential impacts to CAGN within Riverside County would be fully covered under the MSHCP; however, since a small portion of the project occurs in San Bernardino County, take authorization for CAGN may be required if the proposed project would result in impacts to CAGN within San Bernardino County. Focused "spatial use" surveys were conducted during the 2020 breeding season to confirm if and how CAGN are using the existing habitats within and adjacent to the project site in San Bernardino County and analyze potential impacts that would occur as a result of the proposed project. Based on the results of the CAGN focused surveys, three CAGN pairs were found to be present within the 500-foot survey area. At least two of the pairs were confirmed to make nesting attempts in 2020, with only one nest known to have been successful. Although territories were located in proximity to the proposed trail alignment in 2020, all territories and suitable CAGN habitat are located to the west of the alignment, ultimately resulting in a low chance of CAGN moving across the alignment to the area to the east. Since the project would not result in the removal of coastal sage scrub (CSS) habitat or other habitat being used by CAGN in 2020, direct project impacts are not expected to occur. To avoid indirect impacts and take of CAGN in San Bernardino County, it is recommended that all project-related construction occur outside of the recognized CAGN breeding season (February 15 – August 30). Although the proposed project would not result in the loss of CSS habitat, timing the construction to be outside of this window of time would avoid impacts to CAGN that may be nesting in the CSS habitat adjacent to

the proposed project. If it is not possible to construct the proposed project outside of the CAGN breeding season, a nesting bird survey would need to be conducted within seven days prior to the start of construction in a 500-foot buffer from the proposed limits of construction (Mitigation Measure BIO-1). The survey would need to be conducted by a qualified biologist with demonstrable experience identifying CAGN nesting behavior and finding CAGN nests, and who has been approved by the USFWS to conduct the survey. If an active CAGN nest is found during the survey, no project-related construction will be allowed within 500 feet of the nest, or within an alternative safe distance as determined by the qualified biologist based on topography, visual shielding, nest progress, and the type of construction and associated disturbance, until the active nest has been determined by the qualified biologist to have failed or to have successfully gone to completion (i.e. the nestlings have fledged and are no longer reliant on the nest). Results of the nesting bird/nesting CAGN survey shall be compiled in a memorandum and submitted to the Riverside County Transportation Commission (RCTC) and USFWS for the project record. With implementation of this mitigation measure, impacts to CAGN as a result of the project would be less than significant.

Vaux's swift, California gull, and vermilion flycatcher are not covered under the MSHCP. However, based on the Habitat Assessment, upon implementation of a range of construction best management practices, impacts to Vaux's swift, California gull, and vermilion flycatcher would be less than significant. These measures would include environmental awareness training for construction workers, installation of highly visible barriers (e.g., silt fencing) around the perimeter of the project impact area and access routes, and adherence to the Migratory Bird Treaty Act (MBTA); refer to Mitigation Measures BIO-2 through BIO-4.

Potential impacts related to LBVI are discussed in Response 4.4(b), below.

Portions of the project site provide suitable habitat and foraging/nesting opportunities for burrowing owl (*Athene cunicularia*). Focused burrowing owl surveys were conducted on seven days during the 2019 breeding season. No burrowing owls or signs (i.e., pellets, white wash, feathers, or prey remains) were observed. However, the project site contains suitable burrows and habitat that may become occupied prior to construction. Therefore, one pre-construction clearance survey would be conducted no more than thirty days prior to initiating ground disturbance activities to ensure that no burrowing owl have colonized the site in the days or weeks preceding the ground-disturbing activities; refer to Mitigation Measure BIO-5. If burrowing owl have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the RCA and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure that burrowing owl have not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.

Portions of the proposed project are located within Subunit 2: Prado Basin of the Temescal Canyon Area Plan. In addition, portions of the survey area are located within Criteria Cells 1612 and 1616, Existing Core A, and Public/Quasi-Public (P/QP) Lands. The proposed project is considered a Covered Activity under Section 7.4.2 MHSCP and therefore is not subject to all Reserve Assembly conservation requirements and not subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) review process.

With implementation of Mitigation Measures BIO-1 through BIO-5, potential impacts to sensitive biological species would be reduced to a less than significant level.

Mitigation Measures:

BIO-1 In order to avoid impacts to coastal California gnatcatcher (*Polioptila californica californica* [CAGN]), construction activities shall occur outside of the CAGN nesting bird season (February 15 – August 30). If avoidance of the nesting bird season is not feasible, a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiating ground disturbance activities in a 500-foot buffer

from the proposed limits of construction. The survey shall be conducted by a qualified biologist with demonstrable experience identifying CAGN nesting behavior and finding CAGN nests, and who has been approved by the US Fish and Wildlife Service (USFWS) to conduct the survey. If an active CAGN nest is found during the survey, no project-related construction will be allowed within 500 feet of the nest, or within an alternative safe distance as determined by the qualified biologist based on topography, visual shielding, nest progress, and the type of construction and associated disturbance, until the active nest has been determined by the qualified biologist to have failed or to have successfully gone to completion (i.e. the nestlings have fledged and are no longer reliant on the nest). Results of the nesting bird/nesting CAGN survey shall be compiled in a memorandum and submitted to the Riverside County Transportation Commission (RCTC) and USFWS for the project record.

BIO-2 A qualified biologist shall conduct a worker environmental awareness program to project personnel (including temporary, contractors, and subcontractors) prior to the initiation of grading activities. Project personnel shall be advised on any special-status wildlife species of concern, the steps to avoid impacts to the species and the potential penalties for taking such species. At a minimum, the program shall include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded to these species, penalties for violations of federal and State laws, reporting requirements, and project features designed to reduce the impacts to these species and promote continued successful occupation of the project area. Color photographs of the listed species shall be included in the program and be shown to personnel. Following the program, the photographs shall be posted in the contractor and resident engineer office and remain through the duration of the project. The contractor, resident engineer, and the qualified biologist shall be responsible for ensuring that personnel are aware of the listed species. If additional personnel are added to the project after initiation, they shall receive instruction prior to working on the project.

BIO-3 Prior to construction, highly visible barriers (e.g., silt fencing) shall be clearly defined and installed around the perimeter of the project impact area and access routes.

BIO-4 In order to avoid impacts to nesting birds, any native vegetation removal or tree (native or exotic) trimming activities shall occur outside of the nesting bird season (February 1 – August 31). If avoidance of the nesting bird season is not feasible, a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than three days prior to the start of any vegetation removal or ground disturbing activities to maintain compliance with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) and ensure that impacts to nesting birds do not occur. The qualified biologist shall survey all suitable nesting habitat within the project impact area, including areas within a biologically defensible buffer distance of 500 feet surrounding the project impact area, for the presence of nesting birds and shall provide documentation of the surveys and findings to the Riverside County Park and Open-Space District (District) for review prior to initiating project activities. If no active bird nests are detected, project-related activities may begin. If an active nest is found, the bird shall be identified to species and the approximate distance from the closest work site to the active nest shall be estimated and the qualified biologist shall establish a “no-disturbance” buffer around the active nest. The distance of the “no-disturbance” buffer may be increased or decreased according to the judgement of the qualified biologist depending on the level of activity and species (i.e., listed, sensitive). In addition, the qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the “no disturbance” buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project-related activities within the “no disturbance” buffer may occur.

BIO-5 A pre-construction clearance survey shall be conducted by a qualified biologist no more than thirty days prior to initiating ground disturbance activities to avoid direct take of burrowing owls. If burrowing owls

or occupied burrows are found during the pre-construction clearance survey, a burrowing owl avoidance and minimization plan shall be prepared and submitted to the Western Riverside County Regional Conservation Authority (RCA) and the California Department of Fish and Wildlife (CDFW) for approval prior to initiating project construction activities. The qualified biologist shall verify that disturbances related to the project are minimized to the maximum extent possible, project site access is limited to existing disturbed roads and access routes, and use of heavy equipment within riparian and riverine communities is reduced to the maximum extent practicable.

BIO-6 During the final design phase of the project, the final landscape plans shall be reviewed and verified by Western Riverside County Regional Conservation Authority (RCA). After construction activities associated with the project are complete, the project applicant shall restore the temporarily impacted areas by hydroseeding with a native seed mix that would avoid the use of invasive, non-native plant species listed in Table 6-2 of the MSHCP and listed by the California Invasive Plant Council (CAL-IPC). The native seed mix shall be consistent with the native species located in the impact area's surrounding.

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

Less Than Significant Impact With Mitigation Incorporated. Based on the Habitat Assessment prepared for the project, eight natural vegetation communities were observed and mapped within the boundaries of the project site: CSS, restored CSS, southern cottonwood willow riparian forest, southern willow scrub, elderberry savannah, mule fat scrub, disturbed mule fat scrub, and non-native grassland. In addition, the project area contains four land cover types that would be classified as open water, ornamental, disturbed, and developed. Table 4.4-1, *Vegetation Communities/Land Cover Types and Proposed Impacts*, provides a summary of the acreages of the vegetation communities and other land uses and proposed impacts.

Table 4.4-1
Vegetation Communities/Land Cover Types and Proposed Impacts

Vegetation Communities/Land Cover Types	Acreage		
	Total Within Project Area	Proposed Impacts	
		Temporary Impacts	Permanent Impacts
Coastal Sage Scrub	2.77	0.12	0.03
Restored Coastal Sage Scrub	0.34	0.00	0.00
Southern Cottonwood Willow Riparian Forest	3.25	0.00	0.00
Southern Willow Scrub	2.91	0.00	0.00
Elderberry Savannah	1.20	0.03	0.01
Mule Fat Scrub	0.39	0.00	0.00
Disturbed Mule Fat Scrub	0.23	0.07	0.00
Non-Native Grassland	48.35	4.59	2.72
Open Water	0.45	0.00	0.00
Ornamental	4.82	0.15	0.08
Disturbed	5.31	0.36	0.26
Developed	79.35	4.07	3.20
TOTAL[1]	**149.37**	**9.38**	**6.31**
Notes: 1. Total may not equal to sum due to rounding.			

Coastal Sage Scrub

Approximately 2.77 acres of CSS occurs within the southwest and eastern portion of the project area. This vegetation community is primarily dominated by California sagebrush (*Artemisia californica*), with California buckwheat (*Eriogonum fasciculatum*), white sage (*Salvia apiana*), and laurel sumac (*Malosma laurina*) spread throughout.

Elderberry Savannah

Approximately 1.20 acres of elderberry savannah occurs immediately adjacent to the existing maintenance road located within the northern portion of the project area. This vegetation community is dominated by stands of black elderberry (*Sambucus nigra*) with short podded mustard (*Hirschfeldia incana*), Russian thistle (*Salsola tragus*), and other non-native grasses also occur within the understory.

Disturbed Mule Fat Scrub

Approximately 0.23 acres of disturbed mule fat scrub occur along the banks of Aliso Canyon at the west end of the project area. The characteristic plant species found within this vegetation community (e.g., mule fat [*Baccharis salicifolia*]) is sparse and in poor condition. This area of disturbed mule fat scrub is similar to the mule fat scrub vegetation community described above, but with a higher concentration of non-native vegetation, including foxtail barley (*Hordeum murinum*), London rocket (*Sisymbrium irio*), and ripgut brome (*Bromus diandrus*).

Non-Native Grassland

Approximately 48.35 acres of non-native grassland occurs within the project area located within Riverside County. Certain portions of this vegetation community undergo routine weed abatement (i.e., disking) and appeared to have been recently disked prior to the January 23, 2019 field survey. Additionally, the non-native grassland vegetation community can be found intermixing with the elderberry savannah in the northern portion of the survey area, along with the southern cottonwood willow riparian forest and southern willow scrub in the eastern portion of the survey area. Dominant species observed within this vegetation community include short-podded mustard, Russian thistle, ripgut brome, and wild oat (*Avena fatua*).

Ornamental

Approximately 4.82 acres of ornamental vegetation occurs within the southern portion of the project area, surrounding the existing Green River Golf Club clubhouse and parking lot. Ornamental tress observed include black poui (*Jacaranda mimosifolia*), red iron bark (*Eucalyptus sideroxylon*), blue gum (*Eucalyptus globulus*), and carrotwood (*Cupaniopsis anacardioides*).

Disturbed

Approximately 5.31 acres of disturbed land occurs immediately adjacent to the BNSF railroad to the west of the Santa Ana River. Plant species observed within these areas include castor bean (*Ricinus communis*), tree tobacco (*Nicotiana glauca*), black mustard (*Brassica nigra*), and poison hemlock (*Conuim masculatum*). A few individuals of black elderberry, laurel sumac, and mule fat also occur.

Developed

Approximately 79.35 acres of developed land occurs within the project area located within Riverside County. Areas of developed land consists of the BNSF railroad and existing maintenance roads/trails, parking lots, structures, and landscaped fairways associated with the Green River Golf Club.

Based on the Jurisdictional Delineation, three drainage features were recorded within the project area (Santa Ana River, Aliso Canyon, and Drainage 1). The Santa Ana River borders the eastern boundary of the project and is a perennial watercourse. Along the eastern boundary of the project area, the Santa Ana River measures approximately 4,214 linear feet in length and contains areas of dense riparian forest with canopy intermixed with areas of sparse riparian vegetation

without canopy. Aliso Canyon is an ephemeral drainage feature which enters the project area from the west and bisects the northern portion of the project area prior to its confluence with the Santa Ana River. Within the boundaries of the project site, Aliso Creek measures approximately 738 linear feet in length. Vegetation associated with Aliso Canyon primarily consists of sparse disturbed mule fat scrub riparian vegetation within the channel. Drainage 1 is an ephemeral drainage feature which enters the project area from the north. Drainage 1 measures approximately 139 linear feet in length. Vegetation associated with Drainage 1 primarily consists of non-native species.

These drainage features and associated riparian vegetation communities would qualify as riparian/riverine resources pursuant to Section 6.1.2 of the MSHCP and total approximately 9.08 acres. Based on the Jurisdictional Delineation, the project would result in approximately 0.17 acre of temporary impacts and 0.003 acre of permanent impacts to riparian/riverine resources; refer to Table 4.4-2, *Impacts to Riparian/Riverine Resources*.

Table 4.4-2
Impacts to Riparian/Riverine Resources

Riparian/Riverine Resources	Acreage	
	Proposed Impacts	
	Temporary Impacts	Permanent Impacts
Riparian	0.07	0.00
Riverine	0.10	0.003
TOTAL*	**0.17**	**0.003**
Notes: 1. Total may not equal to sum due to rounding.		

Riparian/riverine resources within the project study area provide suitable habitat for least Bell's vireo (*Vireo bellii pusillus*; LBVI), western yellow-billed cuckoo (*Coccyzus americanus occidentalis* [YBCU]), and southwestern willow flycatcher (*Empidonax traillii extimus* [SWFL]). Vegetation communities within the survey area that could potentially provide suitable habitat for LBVI include the southern cottonwood willow riparian forest, southern willow scrub, elderberry savannah, mule fat scrub, and disturbed mule fat scrub. Vegetation communities within the survey area that could potentially provide suitable habitat for YBCU and SWFL include the southern cottonwood willow riparian forest and southern willow scrub. Based on results of Habitat Assessment, approximately 7.98 acres of suitable habitat for LBVI and 6.16 acres of suitable habitat for YBCU and SWFL occurs within the survey area.

Based on the Habitat Assessment, no impacts to suitable habitat for YBCU or SWFL would occur in Riverside County. Additionally, no suitable habitat for YBCU, SWFL, or LBVI would occur within portions of the survey area that are located within San Bernardino County.

Based on the DBESP prepared for the project, to meet the criteria of a biologically equivalent or superior alternative, Mitigation Measures BIO-2 through BIO-4, and BIO-6 through BIO-12 are recommended to minimize and offset temporary impacts to approximately 0.17 acre of riparian/riverine resources associated with Aliso Canyon and Drainage 1 and approximately 0.10 acres of suitable habitat for LBVI. Mitigation Measures BIO-2 through BIO-4 would include environmental awareness training for construction workers, installation of highly visible barriers (e.g., silt fencing) around the perimeter of the project impact area and access routes, and adherence to the Migratory Bird Treaty Act (MBTA). Mitigation Measures BIO-6 through BIO-12 would include hydroseeding with a native seed mix, implementing BMPs, biological monitoring, limiting construction access to existing disturbed roads and access routes, limiting vegetation removal to exotic species, and trash containment and collection. Mitigation Measure BIO-13 is recommended to minimize and offset permanent impacts to approximately 0.003 acre of riverine resources associated with Drainage 1 and approximately 0.010 acre of suitable LBVI riparian habitat through off-site enhancement and preservation of 0.039 acre (3:1 ratio) of MSHCP Riparian/Occupied LBVI habitat located within the San Timoteo Canyon Mitigation Site (Mitigation Measure BIO-13).

The project has been designed to minimize both direct and indirect impacts to riparian/riverine resources and associated functions and values to the greatest extent possible. Pollutants including water quality pollutants, noise, and hazardous materials would not impact riparian/riverine resources. As discussed in Response 4.10(a) and 4.10(c)(1), the proposed project would not result in water quality pollutants (including erosion/siltation) during both short-term construction and long-term operations. Short-term construction impacts would be minimized through compliance with the provisions of the NPDES Construction General Permit, which would require preparation of a SWPPP and implementation of construction BMPs. Similarly, long-term operational impacts would be minimized through adherence to NPDES requirements to prepare a WQMP and implement recommended operational BMPs. These short-term construction and operational BMPs would minimize the potential for erosion or siltation on- or off-site during construction. As discussed in Response 4.13(1), with adherence to Mitigation Measure NOI-1, noise associated with project construction activities would be less than significant. As stated in Response 4.9(a), fuels and solvents for construction would be stored and utilized pursuant to existing regulatory requirements. Any project-related spills of hazardous materials would be immediately reported to appropriate entities.

With implementation of Mitigation Measures BIO-2 through BIO-13, potential impacts would be reduced to less than significant levels in this regard.

Mitigation Measures: In addition to the mitigation measures below, refer to Mitigation Measures BIO-2 through BIO-6 and NOI-1.

BIO-7 During construction, the project applicant shall implement Best Management Practices (BMPs) to mitigate impacts to riparian/riverine resources in accordance with Appendix C of the MSHCP. A qualified biologist shall monitor construction activities in highly sensitive areas for riparian/riverine resources for the duration of the project to ensure that best management practices (BMPs) and other biological avoidance and minimization measures are properly implemented.

BIO-8 During construction, project site access shall be limited to existing disturbed roads and access routes. Use of heavy equipment, including motor vehicles, or construction personnel within riparian and riverine communities shall be reduced to the maximum extent practicable.

BIO-9 During construction, if stream flows must be diverted during project construction activities, the construction contractor shall utilize sandbags or other methods requiring minimal instream impacts . This requirement shall be indicated on project plans and specifications, for verification by the Riverside County Regional Park and Open-Space District prior initiation of ground disturbing activities.

BIO-10 During grading and vegetation clearing activities conducted as part of the construction phase of the project, the construction contractor shall minimize the removal of native vegetation on-site to the maximum extent possible. This requirement shall be indicated on project plans and specifications, for verification by the Riverside County Regional Park and Open-Space District prior initiation of ground disturbing activities.

BIO-11 During vegetation clearing activities conducted as part of the construction phase of the project, the construction contractor shall remove exotic plant species that prey upon or displace target species of concern from the project work area. This requirement shall be indicated on project plans and specifications, for verification by the Riverside County Regional Park and Open-Space District prior initiation of ground disturbing activities.

BIO-12 During construction, trash, construction refuse (e.g., broken equipment parts, cables, etc.), and food items shall be contained in closed containers and removed daily. This requirement shall be indicated on project plans and specifications, for verification by the Riverside County Regional Park and Open-Space District prior initiation of ground disturbing activities.

BIO-13 To meet the criteria of a biologically equivalent or superior alternative, the project shall include compensatory mitigation for permanent impacts to approximately 0.003 acre of *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP) Riverine Habitat associated with Drainage 1 and approximately 0.010 acre of occupied *Vireo bellii pusillus* (LBVI) habitat through the off-site enhancement and preservation of 0.039 acre of MSHCP Riparian/Occupied LBVI habitat located within the San Timoteo Canyon Mitigation Site. Upon signoff of performance standards attainment by California Department of Fish and Wildlife (CDFW), protection of the entire San Timoteo Canyon Mitigation Site will be provided, and long-term management responsibility will be conveyed through transfer of fee title of the entire San Timoteo Canyon Mitigation Site to the Western Riverside County Regional Conservation Authority (RCA). The overall mitigation site shall be owned and managed by RCA as part of the Western Riverside County MSHCP Management and Adaptive Management Programs.

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?

Less Than Significant Impact With Mitigation Incorporated. Three key agencies regulate activities within inland streams, wetlands, and riparian areas in California: 1) U.S. Army Corps of Engineers (Corp) Regulatory Branch regulates discharge of dredged or fill material into "waters of the United States" pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act, 2) Regional Water Quality Control Board (RWQCB) regulates discharges to surface waters pursuant to Section 401 of the CWA and Section 13263 of the California Porter-Cologne Water Quality Control Act, and 3) CDFW regulates alterations to streambed and associated vegetation communities under Section 1600 *et seq*. of the California Fish and Game Code (CFGC).

Three drainage features were identified within the biological study area: the Santa Ana River, Aliso Creek, and Drainage 1. The Santa Ana River borders the eastern boundary of the project site, with flows into the river regulated from the Prado Dam, and flows conveyed in a northeast to southwest direction, with approximately 4,214 linear feet along the eastern boundary of the project site.

Aliso Creek is an ephemeral drainage feature that enters the project site from the west and bisects the northern portion of the project site prior to its confluence with the Santa Ana River. Within the boundaries of the project site, Aliso Creek measures approximately 738 linear feet. During significant storm events, surface water runoff from surrounding hillsides is collected within Aliso Creek and conveyed east across the project site before being discharged into the Santa Ana River.

Drainage 1 is an ephemeral drainage feature that enters the project site from the north. Drainage 1 measures approximately 139 linear feet in length and ranges from 1 to 16 feet in width. During significant storm events, surface water runoff from surrounding hillsides is collected within Drainage 1 and conveyed south across the project site. Flows within Drainage 1 are conveyed across a dirt road in the northeastern portion of the project site and eventually fan out and infiltrate into the surrounding soils. No surface water was present within Drainage 1 during the January 23, 2019, June 11, 2019, August 7, 2019, and October 22, 2019 site visits. However, evidence of a Corps Ordinary High-Water Mark (OHWM) and surface hydrology was observed within the project site. Scour, drift/debris, changes in particle size distribution, and changes in terrestrial vegetation were observed during site visits.

Based on the Jurisdictional Delineation, the project would permanently impact approximately 0.005 acre (15 linear feet) and temporarily impact approximately 0.10 acre (116 linear feet) of Corps and Regional Board jurisdiction (non-wetland WoUS). The project would permanently impact approximately 0.005 acre (15 linear feet) and temporarily impact approximately 0.17 acre (119 linear feet) of CDFW jurisdiction. Refer to Table 4.4-3, *Jurisdictional Impacts* and Exhibits 4.4-1a through 4.4-1c and 4.4-2a through 4.4-2c for a summary of the jurisdictional impacts associated with each alternative.

Table 4.4-3
Jurisdictional Impacts

Jurisdictional Feature	Corps/Regional Board (Non-wetland WoUS)		CDFW (Streambed/ Riparian)	
	Temporary Impact Acreage (Linear Feet)	Permanent Impact Acreage (Linear Feet)	Temporary Impact Acreage (Linear Feet)	Permanent Impact Acreage (Linear Feet)
Santa Ana River	0.00	0.00	0.00	0.00
Aliso Creek	0.10 (116)	0.00	0.17 (119)	0.00
Drainage 1	0.00	0.005 (15)	0.00	0.005 (15)
Total	***0.10 (116)***	***0.005 (15)***	***0.17 (119)***	***0.005 (15)***
Notes: 1. Total may not equal to sum due to rounding.				

If impacts to jurisdictional WoUS cannot be avoided, the District shall obtain the following permits prior to commencement of any construction activities within the delineated jurisdictional areas: a Clean Water Act Section 404 Nationwide Permit from the Corps; Clean Water Act Section 401 Water Quality Certification from the RWQCB, and a Section 1602 Streambed Alteration Agreement from the CDFW. Compensatory mitigation approved by RCA and the Wildlife Agencies would satisfy the permit requirements (Mitigation Measure BIO-13) and reduce impacts to a less than significant level.

Mitigation Measures: Refer to Mitigation Measure BIO-13.

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?

Less Than Significant Impact With Mitigation Incorporated. Wildlife movement within and adjacent to the project site potentially occurs throughout the Santa Ana River, Aliso Creek, and the surrounding interior areas, foothills, and mountain ranges within Chino Hills State Park. Additionally, the project site itself consists of an unvegetated maintenance roads that allow wildlife to move across to surrounding habitats. The project site and open space provide movement opportunities for coyote and bobcat as well as provide suitable nesting/foraging habitat for a variety of seasonal bird species that migrate through the region. It should be noted that the northern portion of the survey area occurs within Existing Core A of the MSHCP, which consists of Prado Basin and the Santa Ana River in the northwest region of the MSHCP. Existing Core A functions as a linkage, connecting Orange County to the west with San Bernardino County to the north. This linkage provides habitat for Santa Ana sucker, arroyo chub, western pond turtle (*Emys marmorata*), Cooper's hawk, tricolored blackbird (*Agelaius tricolor*), burrowing owl, American bittern (*Botaurus lentiginosus*), cactus wren (*Campylorhynchus brunneicapillus cousei*), northern harrier (*Circus hudsonius*), YBCU, yellow warbler, white-tailed kite (*Elanus leucurus*), SWFL, California horned lark (*Eremophila alpestris actia*), peregrine falcon (*Falco peregrinus*), yellow-breasted chat, loggerhead shrike, black-crowned night heron (*Nycticorax nycticorax*), osprey (*Pandion haliaetus*), double-crested cormorant (*Phalacrocorax auritus*), downy woodpecker (*Picoides pubescens*), white-face ibis (*Plegadis chihi*), tree swallow (*Tachycineta bicolor*), LBVI, bobcat, mountain lion (*Puma concolor*), and Santa Ana River woollystar (*Eriastrum densifolium ssp. sanctorum*).

According to the Habitat Assessment, there would be no substantial interference with the movement of any native resident or migratory fish or wildlife species after compliance with the MSHCP requirements and implementation of Mitigation Measures BIO-2 through BIO-6. Mitigation Measures BIO-2 through BIO-6 would include environmental awareness training for construction workers, installation of highly visible barriers (e.g., silt fencing) around the perimeter of the project impact area and access routes, adherence to the Migratory Bird Treaty Act (MBTA), pre-construction clearance surveys, and hydroseeding with a native seed mix. With adherence to these mitigation measures, impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-2 through BIO-6.

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Legend

- Project Site
- County Boundary
- Corps/Regional Board Non-Wetland Waters (1.17 acres)
- Flow Direction
- Soil Pit
- Culvert
- Reference Point

0 350 700 Feet

SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Corps/Regional Board Jurisdictional Map

Exhibit 4.4-1a

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Impacts to Corps/Regional Board Jurisdiction

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Exhibit 4.4-1b

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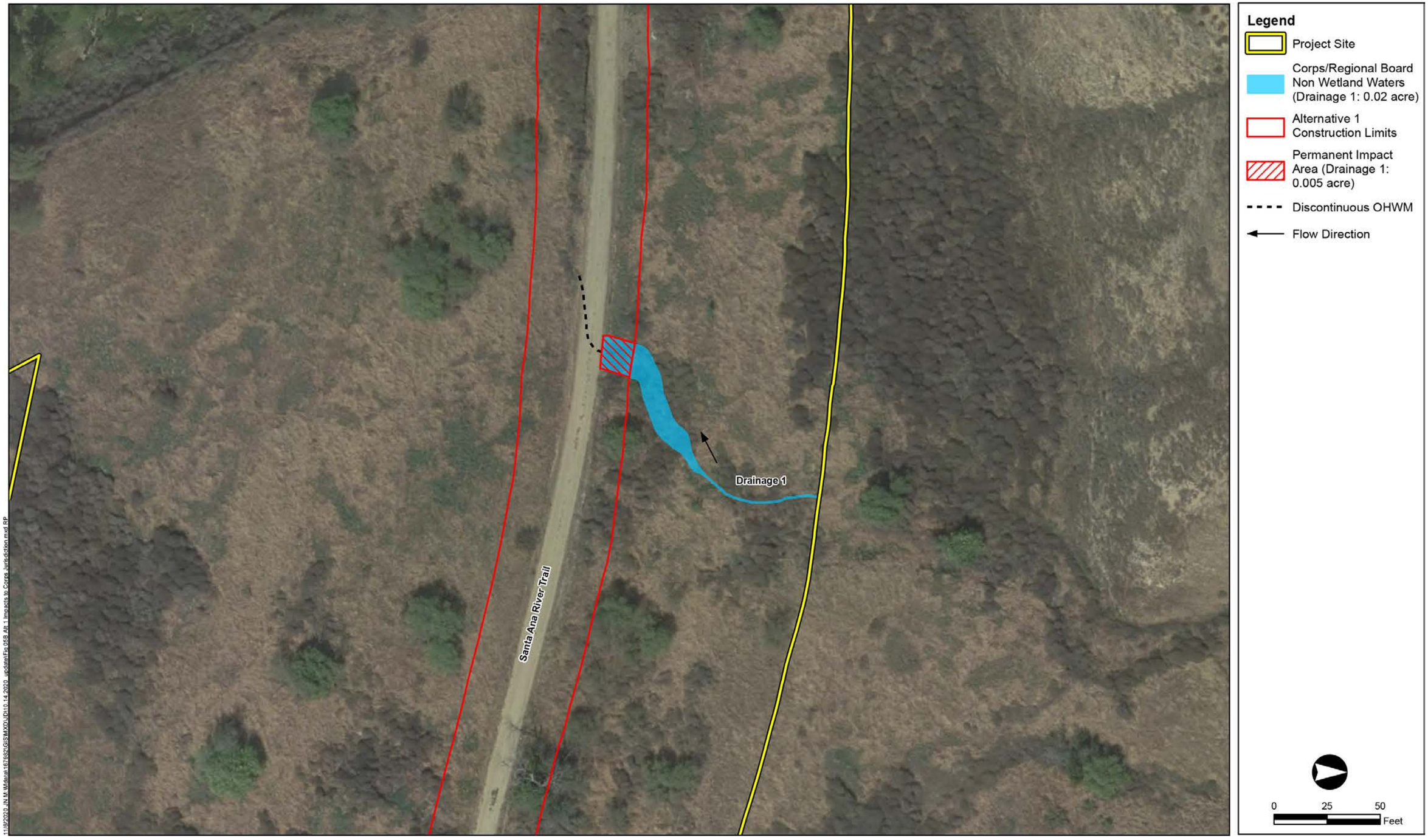

SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Impacts to Corps/Regional Board Jurisdiction

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Exhibit 4.4-1c

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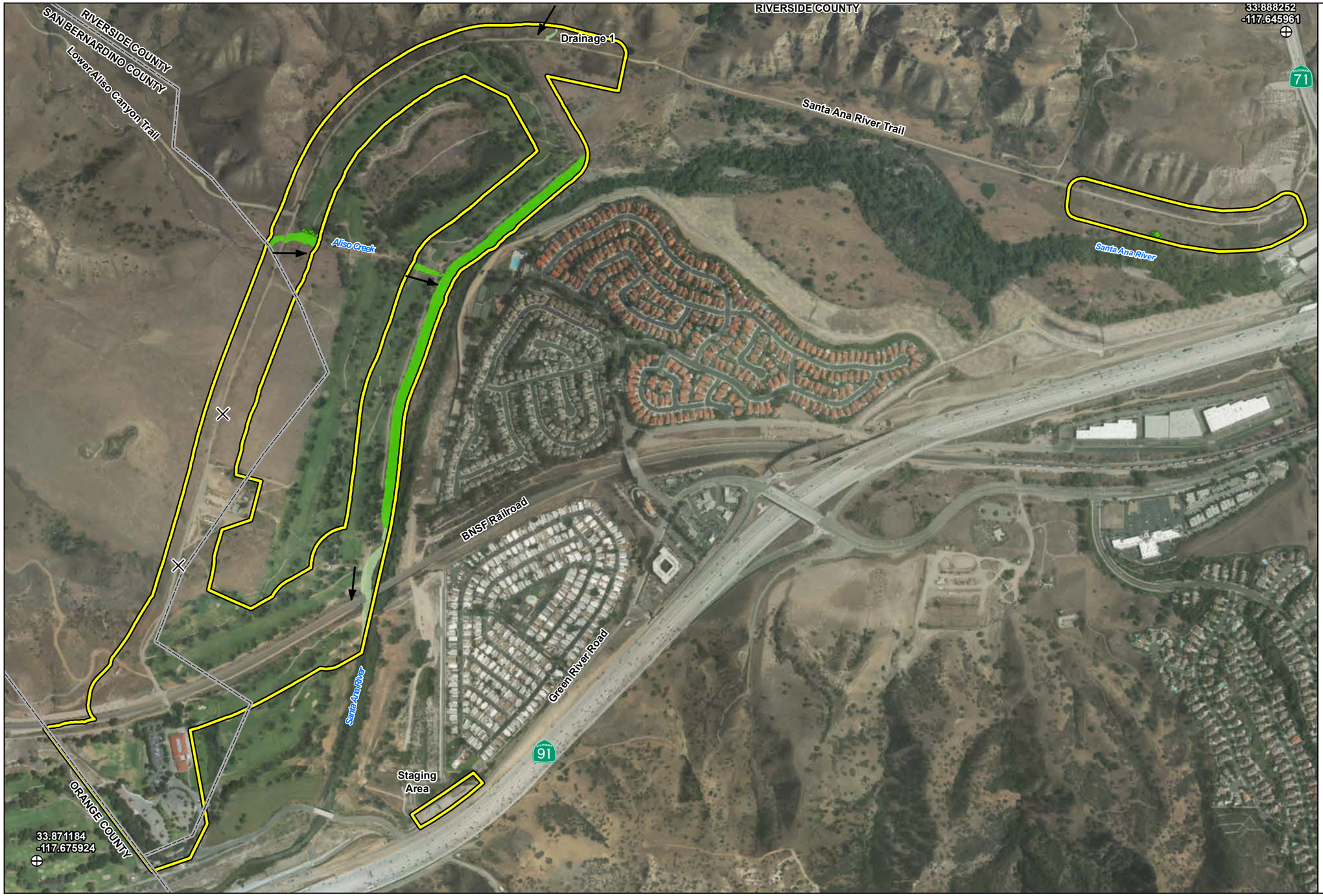

Legend

- Project Site
- County Boundary
- Vegetated Streambed (7.50 acres)
- Associated Riparian Vegetation (0.25 acre)
- Non-Vegetated Streambed (0.96 acre)
- Flow Direction
- Culvert
- Reference Point

0 350 700 Feet

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03/2021 JN 167982

SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CDFW Jurisdictional Map

Exhibit 4.4-2a

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SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Impacts to CDFW Jurisdiction

Exhibit 4.4-2b

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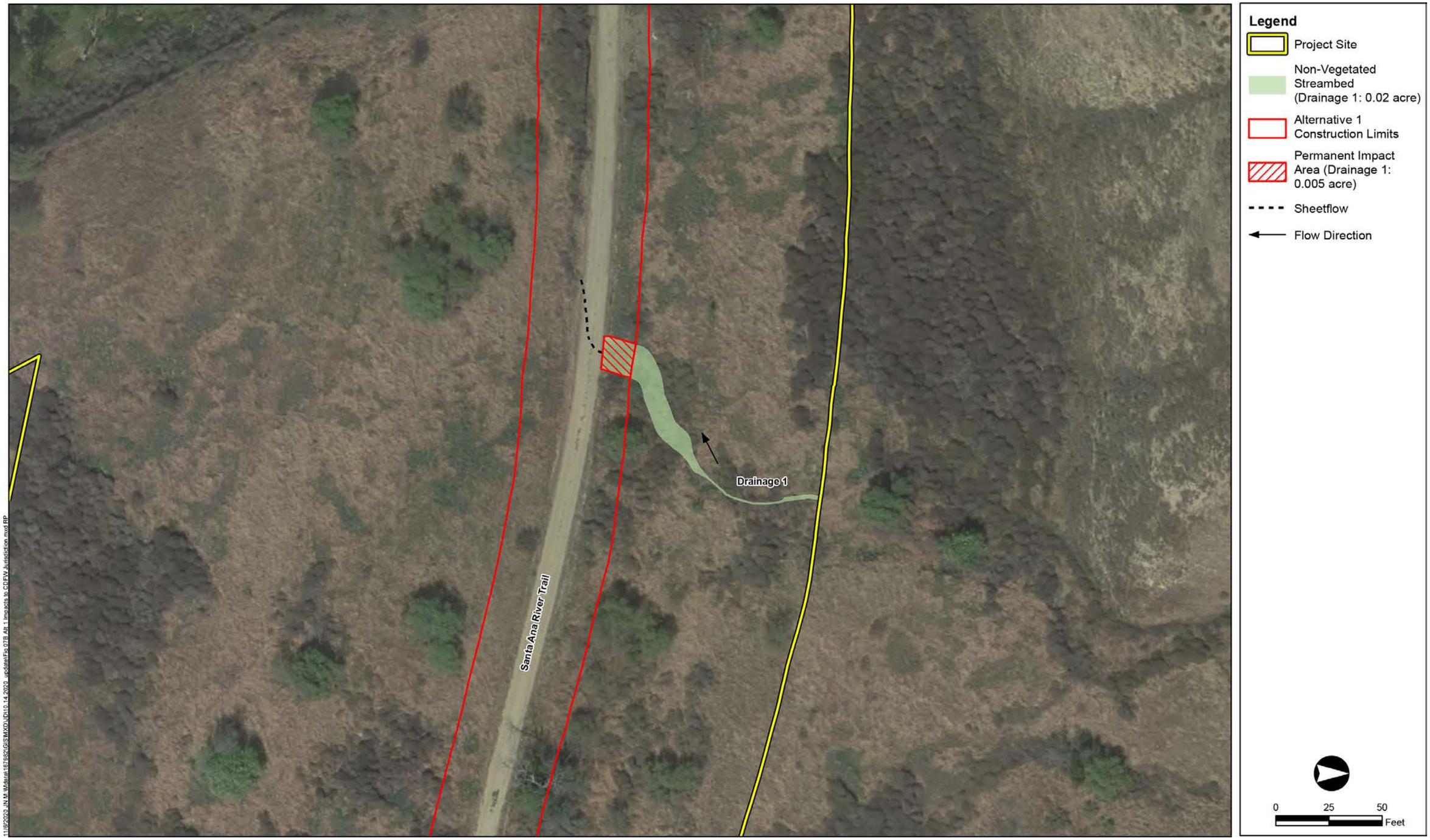

SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Impacts to CDFW Jurisdiction

Exhibit 4.4-2c

Michael Baker INTERNATIONAL

03/2021 JN 167982

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e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The proposed project would not conflict with local policies or ordinances protecting animal species. As noted in the Habitat Assessment, the portions of the project area that are located within Riverside County are covered by and consistent with the MSHCP; refer to Response 4.4(f), below.

In regard to local policies protecting trees, the City of Chino Hill's Municipal Code outlines provisions and guidelines for tree protection, and the Riverside County Municipal Code include requirements for tree protection based on stature. *Section 12.24.020* of the Riverside County Municipal Code defines "Native" trees as plants that normally attain a height of at least 30 feet and a diameter of 12 inches or greater when measured from 4 ½ feet above the ground at maturity. These species include woody plants indigenous to Riverside County, and all smog-resistant species introduced as part of reforestation programs.

Section 16.90 of the Chino Hills Municipal Code defines "Heritage Tree" as any species of single- or multi- trunk tree having a cumulative diameter of 44 inches or greater at diameter at breast height (DBH), and of significant age, health and quality to be deemed valuable to the aesthetics of the community by a City of Chino Hills-approved certified arborist unless they are specifically excluded. Trees defined as invasive by the California Invasive Plant Council (Cal-IPC), trees susceptible to breaking or falling such as eucalyptus blue gum or other species identified by a City of Chino Hills-approved arborist are excluded from the "Heritage Tree" designation. Section 16.90 defines "Native tree" as any California Sycamore, California Live Oak, California Black Walnut, or Coastal Scrub Oak that has a four inch in diameter or greater at DBH.

The District would be required to obtain a Tree Removal Permit in conformance with the Riverside County Municipal Code prior to the removal of any native tree. As noted in the code, a permit for removal of a tree may be conditioned upon its relocation or replacement by one or more other trees of a kind or type to be specified in the permit, at the discretion of the Riverside County Planning Department. Similarly, the District would be required to obtain a Tree Removal Permit for any native or heritage tree removal occurring within the jurisdiction of the City of Chino Hills. If determined necessary, tree replacement would be required at the minimum replacement ratios identified by the City of Chino Hills Municipal Code. Upon adherence to these existing requirements, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact With Mitigation Incorporated. The proposed project would not conflict with any adopted Habitat Conservation Plan or Natural Community Conservation Plan. As noted above in Response 4.4(e), the portions of the project area that are located within Riverside County are covered by the MSHCP. The Habitat Assessment prepared for the project included an analysis of the project's consistency with the MSHCP. The purpose of this consistency analysis is to summarize the biological data for the proposed project and to document the project's consistency with the goals and objectives of the MSHCP. According to the RCA's online MSHCP Information Application, portions of the proposed project are located within Subunit 2: Prado Basin of the Temescal Canyon Area Plan. In addition, portions of the survey area are located within Criteria Cells 1612 and 1616, Existing Core A, and Public/Quasi-Public (P/QP) Lands.

Based on the DEBSP, approximately 0.003 acre of permanent impact would occur to riverine resources associated with Drainage 1 due to the installation of the multi-use path/natural surface trail along the western boundary of the Green River Golf Club and ingress/egress into the construction area. However, Drainage 1 has very limited functions and values for wildlife and aquatic habitat, sediment trapping and transport, nutrient retention, flood storage and flood

flow modification due to its small size (139 linear feet in length, 1 to 16 feet in width), lack of riparian habitat dominated by native trees, shrubs, and persistent emergent vegetation, and its ephemeral nature, flowing only during and immediately after storm events. Further, Drainage 1 does not support any of the species targeted for conservation under MSHCP Section 6.1.2. As such, implementation of the project would not result in significant impacts to Drainage 1.

Approximately 0.010 acre of permanent impact would occur to suitable riparian habitat for LBVI, specifically to the elderberry savannah vegetation. The elderberry savannah vegetation community is located directly adjacent to the existing maintenance road within the northern portion of the project area and is dominated by black elderberry and non-native plant/grass species. Permanent impacts to the elderberry savannah riparian habitat would occur due to the installation of the multi-use path/natural surface trail along the western boundary of the Green River Golf Club and ingress/egress into the construction area. Approximately 1.20 acres of elderberry savannah habitat occurs within the project area; approximately 0.010 acre would be permanently impacted by the project. Based on the DEBSP, the project would not result in any permanent impacts to any LBVI nest locations. Although the project would permanently impact approximately 0.010 acre of suitable riparian habitat for LBVI, impacts would be limited relative to the amount of suitable habitat that would remain in the project area and immediate vicinity, especially along the Santa Ana River which consists of high quality riparian habitat.

To meet the criteria of a biologically equivalent or superior alternative, the project applicant will offset permanent impacts to approximately 0.003 acre of riverine resources associated with Drainage 1 and approximately 0.010 acre of suitable LBVI riparian habitat through the off-site enhancement and preservation of 0.039 acre of MSHCP Riparian/Occupied LBVI habitat located within the San Timoteo Canyon Mitigation Site (Mitigation Measure BIO-13).

Indirect effects associated with the project include elevated noise levels, edge treatments, landscaping, elevation difference, and minimization and/or compensation through restoration or enhancement. Based on DBESP, approximately 0.17 acre of temporary impact would occur to riparian/riverine resources associated with Aliso Canyon and Drainage 1. In addition, the project would temporarily impact approximately 0.10 acres of suitable habitat for LBVI. Mitigation Measure BIO-13 is recommended to minimize and offset permanent impacts to approximately 0.003 acre of riverine resources associated with Drainage 1 and approximately 0.010 acre of suitable LBVI riparian habitat through off-site enhancement and preservation of 0.039 acre (3:1 ratio) of MSHCP Riparian/Occupied LBVI habitat located within the San Timoteo Canyon Mitigation Site. Additionally, Mitigation Measures BIO-1 through BIO-12 would require the applicant to ensure pre-construction clearance surveys and construction worker training are conducted, proper construction fencing is installed, Migratory Bird Treaty Act (MBTA) is adhered to, construction access is restricted, BMPs are installed, biological monitoring occurs, vegetation removal is limited to exotic species, hydroseeding with a native seed mix is conducted, and trash containment and collection occurs. Upon implementation of Mitigation Measures BIO-1 through BIO-13, impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-13.

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?		✓		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		✓		
c. Disturb any human remains, including those interred outside of dedicated cemeteries?		✓		

The analysis of cultural resources is based upon the Cultural Resources Assessment for the Santa Ana River Trail-Phase 6 (SART Phase 6) through Green River Golf Course, Riverside and San Bernardino Counties, California (Cultural Resources Assessment), dated October 2019 prepared by Applied EarthWorks, Inc. (refer to Appendix C, Cultural and Paleontological Resources Assessment).

The Cultural Resources Assessment analyzed two trail alignment options: Alternative 1 (the proposed project), which would generally border the north/west portion of the Green River Golf Club and Alternative 2, which would generally border the south/east portion of the Green River Golf Club. Alternative 2 was eliminated from further consideration during the preliminary design phase. Although the reports analyzed both trail options, the analysis below focuses on Alternative 1 (referred to herein as the proposed project).

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines §15064.5?

Less Than Significant Impact With Mitigation Incorporated. The Cultural Resources Assessment included a field survey and a search of archaeological and historical records at the South Central Coast Information Center (SCCIC) and the Eastern Information Center (EIC) of the California Historical Resources Inventory System (CHRIS). The record search covered the project site and a one-mile radius from the project boundaries (project area). Other sources consulted include the National Register of Historic Places (NRHP), the Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility File, the OHP Directory of Properties in the Historic Property Data File, and the City's Historic Landmark List. Based on the Cultural Resources Assessment, no historic resources pursuant to California Environmental Quality Act (CEQA) Guidelines §15064 are recorded or listed within, or immediately adjacent to the project site.

The records search indicated 70 cultural resource studies have been conducted previously; 11 of which involved portions of the project area. The results of these studies indicated ten previously recorded cultural resources within the project area. Six are prehistoric and historic archaeological resources and four are built-environment resources. The archaeological resources consist of three prehistoric and three historic archaeological sites; only two of the historic archaeological sites are located within the project area. No additional archaeological resources were identified during the field survey.

One of the two historic sites (CA-RIV-5522H) consists of historic refuse and structures, including a section of former railroad grade and associated features (bridge abutment, concrete piers, etc.) The road appears to have been graded multiple times and is well maintained. A new section of the same former grade was identified during the field

survey; however, only the earthen berms on either side remain today. Based on the Cultural Resources Assessment, the site is recommended ineligible for listing on the NRHP or California Register of Historical Resources (CRHR) due to its lack of integrity of the original setting, feeling, design, workmanship, and materials that which evidence the site's significance as a historical resource. The other historic site (CA-RIV-3693H) appears to be originally the Atchison, Topeka, and Santa Fe (ATSF) Scully railway stop on the Scully Ranch. It was recorded to consist also of historic refuse and structures, including two dilapidated historic farm structures with a heavy scatter of historical artifacts associated with farm and residential activities dating to the 1930s or earlier. During the field survey, however, the site was observed to have been severely altered to be used as a storage and workshop/garage facility for Green River Golf Club's groundkeepers, with little historic refuse still observable. Based on the Cultural Resources Assessment, the site is recommended ineligible for listing on the NRHP or CRHR as there are little to no remains of the two original structures and historic refuse that provide evidence the site's significance as a historical resource.

Based on the Cultural Resources Assessment, with the majority of proposed grading/earthwork activities not exceeding five feet below ground surface, it is unlikely that archaeological resources would be encountered during construction of the proposed project. Although deeper excavations would be required in localized areas (up to approximately 40 feet at bridge locations), none of the six soil series mapped across the project boundaries are reported to contain buried "A horizon," which is defined as a potential location for intact and significant buried archaeological deposits. However, due to the poor ground visibility within the western half of the project site and proximity to the Santa Ana River, archaeological sensitivity for the project is considered moderate. Therefore, full-time cultural resource monitoring of the western half of the project area within native soils and cultural sensitivity training for all construction personnel is recommended (Mitigation Measure CUL-1). All initial ground disturbing activities in the western half of the project area within native soils shall be monitored by an archaeologist and Native American monitor. Additionally, in the event that unknown archaeological resources are encountered during earth disturbing activities, all work would be required to be halted in the vicinity of the find (a minimum of a 100-foot radius) until the resources can be properly evaluated by a qualified archaeologist, in consultation with the tribal monitor(s), and proper mitigation has been determined (Mitigation Measure CUL-2). The District would enter into an agreement with the consulting tribe(s) for a Native American monitor (Mitigation Measure CUL-3). The archaeologist would be required to prepare and complete a standard mitigation program for the salvage and curation and/or reburial of identified resources (Mitigation Measure CUL-4). Upon completion of ground disturbing activities, a Phase IV Cultural Resources Monitoring Report shall be prepared, consistent with the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scope of Work (Mitigation Measure CUL-5). Upon implementation of Mitigation Measures CUL-1 through CUL-5, potential impacts to unknown archaeological resources would be reduced to less than significant levels.

The built-environment resources noted above include two roads, a structure, and the Green River Camp; only the last site is located within the project area. The historic 1920s – 1950s Green River Camp (trinomial[1]: CA-RIV-6532H) was recorded to consist of structural remains (foundations and pads) and extensive domestic refuse. The site was more recently reported to have been largely destroyed by the construction of the Green River Golf Club, and no cultural materials associated with this site were found on-site during the field survey. Based on the Cultural Resources Assessment, the Green River Camp is recommended ineligible for listing on the NRHP or the CRHR as there is little to nothing left of the original site. In addition, the site is not re-identified as a cultural resource. No impact would occur in this regard.

Two newly discovered built-environment resources within project boundaries were identified during the field survey. One of which is the Green River Golf Club, which covers majority of the project site. The golf course, opened in 1959, has been altered and reconfigured multiple times since its opening and is relatively close to State Route 91 (SR-91), passing trains, and nearby bridge construction. Based on the Cultural Resources Assessment, the golf course is recommended ineligible for listing on the NRHP or CRHR due to its lack of integrity of the original setting,

[1] "State Trinomial Number" refers to the numbering system utilized by OHP in accessioning records into the California Archeological Site Inventory. It contains information such as state, county, assigned number within county, and type of site.

feeling, design, workmanship, and materials that which evidence its significance as a historical resource. The other newly discovered resource is the Burlington Northern and Santa Fe Railroad (BNSF), originally operated by the ATSF. A 0.5-mile railroad line segment of the BNSF (then ATSF) railway line was built through the Santa Ana Canyon circa 1939 and is located within the project area. When built, the area consisted of wide-open space, with orchards, farms, and ranches. Today, it is a primary commuter corridor between the Inland Empire and Los Angeles. Although the entire BNSF railroad is recommended eligible for listing in the NRHP and CRHR, the Cultural Resources Assessment recommends the half-mile BNSF railroad line segment within the project area ineligible for listing in the NRHP or CRHR due to its lack of integrity of the original design, workmanship, and materials that which evidence its significance as a historical resource. Thus, implementation of the proposed project is not anticipated to impact historical resources. A less than significant impact would occur in this regard.

Mitigation Measures:

CUL-1 Prior to issuance of grading permits, the Riverside County Regional Park and Open-Space District (District) shall retain a Riverside County-certified professional archaeologist to develop and implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This document shall be provided to the project archaeologist for review and approval prior to issuance of the grading permit.

The CRMP shall contain at a minimum the following:

a. Archaeological Monitor - An adequate number of qualified archaeological monitors shall be on-site to ensure all earth moving activities are observed for areas being monitored. This includes all grubbing, grading, and trenching on-site. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined and directed by the project archaeologist. The professional archaeologist may submit a detailed letter to the District during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring. Consistent with the findings of the Cultural Resources Assessment, full-time archaeological monitoring shall be performed for any ground disturbing activities within the western half of the project site within native soils.

b. Cultural Sensitivity Training - The project archaeologist, and a representative of the consulting tribe(s), shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. Training will include a brief review of the cultural sensitivity of the project and the surrounding area; the areas to be avoided during grading activities; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Cultural Resources Monitoring Report.

CUL-2 Unanticipated Resources - If unanticipated cultural resources are discovered during ground disturbing activities, the following provisions shall apply:

a. All ground disturbing activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the archaeologist, the tribal representative(s) and the Riverside County Regional Park and Open-Space District (District) to discuss the significance of

the find. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the District, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

b. Ground disturbance shall not resume within the area of the discovery until the District, in consultation with the tribal and archaeological monitors, has reached a decision as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by tribal monitor(s), if needed.

c. If the find is determined to be significant and avoidance is infeasible, a Phase III data recovery plan shall be prepared by the project archaeologist, in consultation with the tribe(s), and shall be submitted to the District for review and approval prior to implementation of said plan.

d. Pursuant to Calif. Pub. Res. Code § 21083.2(b), avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the Archaeologist and the tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the District for decision. The District shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archaeologist and shall take into account the cultural and religious principles and practices of the consulting tribe(s).

CUL-3 Prior to the issuance of grading permits, the Riverside County Regional Park and Open-Space District (District) shall enter into separate agreements with each of the consulting tribe(s) for a Native American monitor, if there is more than one consulting tribe. The Native American monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, and trenching. In conjunction with the archaeological monitor(s), the Native American monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The District shall submit a fully executed copy of the agreement to the project archaeologist as verification of compliance with this requirement.

CUL-4 Cultural resources shall be preserved in place, where feasible. Preservation in place is defined as avoiding the resources, leaving them in place where they were found with no development affecting the integrity of the resource. When preservation in place in not feasible, upon completion of ground disturbing activities, resources recovered during project construction and made available by the affected landowner(s), the following procedures shall be carried out for final disposition of the discoveries:

a. Historic Resources – All historic archaeological materials recovered during the archaeological investigations shall be curated at a Riverside County curation facility that meets State Resources Department office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines.

b. Prehistoric Resources (reburial of the resources on the project site) – Any reburial of resources on the project site shall be performed in a manner and location that shall ensure they are protected from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloguing, analysis, and studies have been completed on the cultural resources, with an exception of sacred items, grave goods, and Native American human remains. Human remains and grave goods shall not be subjected to testing, cataloguing, studies, or laboratory analysis unless approved in writing by the Most Likely Descendant. Listing of contents and location of the reburial shall be included in

the confidential Cultural Resources Monitoring Report. The Cultural Resources Monitoring Report shall be filed with the District under a confidential cover and not subject to a Public Records Request.

c. Prehistoric Resources (if reburial is not agreed upon by the consulting tribe(s) - The resources shall be curated at a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be maintained on file at the District.

CUL-5 Upon completion of ground disturbing activities, a Phase IV Cultural Resources Monitoring Report shall be prepared, consistent with the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scope of Work. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Monitoring Program. Once the report is determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the consulting tribe(s).

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

Less Than Significant Impact With Mitigation Incorporated. Refer to Response 4.5(a), above. Two historic archaeological sites are located on-site (CA-RIV-5522H and CA-RIV-3693H). Based on the Cultural Resources Assessment, archaeological site CA-RIV-5522H is recommended ineligible for listing on the NRHP or CRHR due to its lack of integrity of the original setting, feeling, design, workmanship, and materials that which evidence the site's significance as a historical resource. Archaeological site CA-RIV-3693H is recommended ineligible for listing on the NRHP or CRHR as there is little to no remains of the two original structures and historic refuse that which evidence the site's significance as a historical resource.

The potential for encountering archaeological resources is moderate; refer to Response 4.5(a). Upon implementation of Mitigation Measures CUL-1 through CUL-5, potential impacts to archaeological resources would be reduced to less than significant.

Mitigation Measures: Refer to Mitigation Measures CUL-1 through CUL-5, above.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact With Mitigation Incorporated. No conditions exist that suggest human remains are likely to be found on the project site. Due to the level of past disturbance on-site, it is not anticipated that human remains, including those interred outside of dedicated cemeteries, would be encountered during earth removal or disturbance activities. However, in the event that unknown human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native

American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains (Mitigation Measure CUL-6). Following compliance with existing State regulations and Mitigation Measure CUL-6, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be considered less than significant.

Mitigation Measures:

CUL-6 If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted within the period specified by law (24 hours). Subsequently, the NAHC shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

4.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant Impact 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?			✓	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

CALIFORNIA GREEN BUILDING STANDARDS (CALGREEN)

California Green Building Standards (CALGreen) is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards in an effort to meet the goals of California's landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of greenhouse gases (GHGs) to 1990 levels by 2020. CALGreen was developed to (1) reduce GHGs from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2020. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[1]

a) 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.

PROJECT-RELATED SOURCES OF ENERGY CONSUMPTION

This analysis focuses on the one source of energy that is relevant to the proposed project: transportation fuel for vehicle trips associated with project construction. The amount of operational fuel consumption was estimated using the California Air Resources Board's (CARB) EMissions FACtor 2017 (EMFAC2017) computer program which provides projections for typical daily fuel usage in the counties of Riverside and San Bernardino, and the project's annual vehicle miles traveled (VMT) outputs from the California Emissions Estimator Model version 2016.3.2 (CalEEMod). The estimated construction fuel consumption is based on the project's construction equipment list timing, phasing, and hours of duration for construction equipment. The results of the CalEEMod modeling are included in Appendix A, *Air Quality/Greenhouse Gas/Energy Data*.

This proposed project would provide a gap closure in the SART system, linking trails and communities across Riverside County and San Bernardino County, consistent with the Riverside County *General Plan Circulation*

[1] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed January 23, 2020.

Element. Project operations would not involve new buildings or uses which would introduce new permanent stationary or mobile sources of emissions within the project area. The project would result in minimal vehicular trips to and from the project site for maintenance/inspection and would not generate substantial operational emissions. As a result, project operations would not substantially increase energy, natural gas, or operational fuel consumption over existing conditions. The project's sole source of energy consumption (i.e., vehicle fuel consumption) would result from the use of construction equipment on-site, and mobile trips to and from the project site by construction workers, vendors, and soil hauling trucks, etc., during construction activities. This analysis compares the project's anticipated construction energy consumption against the construction (heavy-duty diesel vehicle) fuel consumption within the counties of Riverside or San Bernardino, as the source of the heavy-duty construction equipment is unknown at this time and the project is adjacent or within both counties. The project's estimated construction energy consumption is summarized in Table 4.6-1, *Construction Energy Consumption*. As shown in Table 4.6-1, the project's construction fuel consumption would potentially increase the Riverside County consumption by approximately 0.05 percent or the San Bernardino County consumption by approximately 0.04 percent.

Table 4.6-1
Construction Energy Consumption

Energy Type	Project Annual Energy Consumption[1,3]	Riverside County Annual Energy Consumption[2,]	San Bernardino County Annual Energy Consumption	Percentage Increase Countywide (Riverside)[2]	Percentage Increase Countywide (San Bernardino)[2]
Fuel Consumption					
• Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption[4]	112,270 gallons	228,162,660 gallons	257,582,522 gallons	0.05%	0.04%

Notes:
1. As modeled in CalEEMod version 2016.3.2.
2. The project increases in automotive fuel consumption are compared with the projected County of Riverside and County of San Bernardino fuel consumption in 2022, as calculated from the California Air Resources Board (CARB) EMFAC2017.
3. The project is a trail segment project which would not involve new buildings, increased vehicular trips, or generate additional energy and natural gas consumption. As such, the project would not have annual energy, natural gas, or operational fuel consumption.
4. Project fuel consumption calculated based on CalEEMod results.

Refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Data*, for assumptions used in this analysis.

CONSTRUCTION-RELATED ENERGY CONSUMPTION

Project construction would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.[2] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.[3] The project-related incremental increase in the use of energy, bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas), would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 4.6-1, the project's fuel consumption from construction would be approximately 112,270 gallons, which would increase fuel use in Riverside County by 0.05 percent or San Bernardino County by 0.04 percent. As such, construction would have a nominal and less than significant effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Furthermore, the project would implement Minimization Measure EN-1 which requires the usage of solar powered stage lighting and message/signal boards, and to the extent feasible electricity from power poles rather than temporary diesel or gasoline-powered generators. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

Minimization Measures:

EN-1 Prior to the commencement of construction, the Riverside County Regional Park and Open-Space District (District) shall ensure that the project complies with the following requirements:

- Construction contracts specify that all construction message/signal boards and on-site construction lighting shall be solar powered.
- To the extent feasible, electricity usage during construction shall be used from power poles rather than temporary diesel or gasoline-powered generators.

The District shall ensure that these provisions are included in construction specifications prior to final approval of construction documents.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. As stated above in 4.6(a), project operations would not have operational energy, natural gas, or operational fuel consumption. The project would not generate vehicular trips and/or result in operational electricity, natural gas, or vehicular fuel consumption. The sole source of project energy consumption would consist of vehicle and equipment fuel consumption (heavy-duty diesel fuel consumption from on-site construction equipment and off-site vehicle trips) during construction activities. As shown in Table 4.6-1, the project's construction fuel consumption would be minimal compared to Riverside County or San Bernardino County, and construction would be short-term and would cease immediately following project completion. As such, the project would not conflict with any State or local plan for renewable energy or energy efficiency. Therefore, the proposed project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

Mitigation Measures: No mitigation is required.

2 California Recycle, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed January 20, 2020.
3 Ibid.

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4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?		✓		
4) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		✓		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

The analysis of geology and soils is based upon the Preliminary Geologic and Seismic Hazards Report, Santa Ana River Trail Phase VI, Orange County, California (Geotechnical Report), dated May 11, 2020 prepared by Diaz-Yourman & Associates (refer to Appendix D, Preliminary Geologic and Seismic Hazards Report).

The analysis of paleontological resources is based upon the Paleontological Resource Assessment for the Santa Ana River Trail - Phase 6, Riverside and San Bernardino Counties, California (Paleontological Assessment), dated October 2019, prepared by Applied EarthWorks (refer to Appendix C, Cultural and Paleontological Resources Assessment).

Both the Geotechnical Report and Paleontological Assessment analyzed two trail alignment options: Alternative 1 (the proposed project), which would generally border the north/west portion of the Green River Golf Club and Alternative 2, which would generally border the south/east portion of the Green River Golf Club. Alternative 2 was eliminated from further consideration during the preliminary design phase. Although the reports analyzed both trail options, the analysis below focuses on Alternative 1 (referred to herein as the proposed project).

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact. Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. Based on the Geotechnical Report, no Alquist-Priolo Earthquake Fault Zones traverse the project site, nor is the project site located within 1,000 feet of any Holocene or young age fault. Thus, implementation of the proposed project would not result in the rupture of a known earthquake fault as delineated on an Alquist-Priolo Earthquake Fault Zoning Map. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

2) Strong seismic ground shaking?

Less Than Significant Impact With Mitigation Incorporated. Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for residents and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires. Although no known active or inactive faults exists within the project vicinity and there is a very low probability of exposure to primary seismic hazards, secondary hazards pose a threat to the community as a result of the project's proximity to active regional faults.

According to the Geotechnical Report, the project area is affected by both local and regional active faults and has experienced a mean magnitude (M) of 6.7 and would be subject to ground shaking. As a trail project, no habitable structures or other buildings are proposed. However, the proposed bridge structures (over the existing BNSF railroad and Aliso Canyon) could be susceptible to damage during a seismic event. To minimize potential impacts related to seismic ground motion, the Geotechnical Report recommends the bridge structures be designed with isolation bearings which are placed between the super structure and supports to dampen ground shaking, providing large support width to minimize unseating potential of the bridge structure, and providing highly ductile structure to withstand very large seismic displacement (Mitigation Measure GEO-1). The Geotechnical Report further states that during final design, design features associated with the bridge structures can be modified based on seismic demands. Additionally, trail design and bridge/pavement construction would comply with the District's Trail Development Standards, California Building Code, and Title 15, Building and Construction, of the Riverside County Municipal Code. Therefore, impacts pertaining to seismic ground shaking would be less than significant with the incorporation of mitigation.

Mitigation Measures:

GEO-1 To minimize potential impacts related to seismic ground motion, final design of the bridge structures shall be designed with isolation bearings which are placed between the super structure and supports to dampen ground shaking, providing large support width to minimize unseating potential of the bridge structure, and providing highly ductile structure to withstand very large seismic displacement. During final design, the bridge structures shall be designed based on seismic demands, as approved by the Riverside County Regional Park and Open-Space District.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact With Mitigation Incorporated. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic and geotechnical data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction. Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in low and very low susceptibility.

Based on the Geotechnical Report prepared for the project, the project site has not yet been mapped in the liquefaction zone mapping program by CGS as part of the Seismic Hazards Mapping Act. Review of geologic hazards maps included in the Safety Element of the Riverside General Plan revealed that a portion of the project site falls within an area mapped as moderately susceptible to liquefaction. Therefore, the potential for encountering liquefiable soils on-site is likely. Additionally, because liquefaction potential exists on-site, lateral spreading due to liquefaction is a possibility due to the sloping nature of the project alignments from south to north. As noted above, the two proposed bridge structures are the primary concern in regards to damage related to seismic-related ground failure. Thus, the Geotechnical Report recommends ground improvement techniques (including deep dynamic compaction, vibro stone columns, deep cement-soil mixing, and jet grouting) and potential structural solutions to the bridge foundations (typically a deep pile foundation tipping below the liquefiable layer) to minimize potential impacts related to seismic-related ground failure (Mitigation Measure GEO-2). Additionally, the Ttail design and bridge/pavement construction would comply with the District's Trail Development Standards, California Building Code, and Title 15, Building and Construction, of the Riverside County Municipal Code. Adherence to Mitigation Measure GEO-2 and these development and construction standards/requirements would minimize potential hazards related to seismic ground failure. Therefore, impacts in this regard would be less than significant with mitigation incorporated.

Mitigation Measures:

GEO-2 To minimize potential impacts related to seismic-related ground failure, the final design plans shall include either ground improvement techniques, which could include deep dynamic compaction, vibro stone columns, deep cement-soil mixing, and jet grouting and/or structural solutions to the bridge foundations, which could include a deep pile foundation tipping below the liquefiable layer, as approved by the Riverside County Regional Park and Open-Space District.

4) Landslides?

Less Than Significant Impact. Landslides are a geologic hazard, with some moving slowly and causing damage gradually, and others moving rapidly and causing unexpected damage. Gravity is the force driving landslide movement. Factors that commonly allow the force of gravity to overcome the resistance of earth material to landslide movement include saturation by water, steepening of slopes by erosion or construction, alternate freezing or thawing, and seismic shaking.

According to the Geotechnical Report, the project site has not yet been mapped by CGS for seismic hazards including landslides. As part of the Geotechnical Report, a review of the County of Riverside Earthquake-Induced Slope Instability Map, City of Chino Hills Landslide Susceptibility, and the City of Corona Landslide Hazards Map determined that the project site is in an area that has a low susceptibility to landslides caused by earthquakes. Therefore, the potential for the project to be impacted by landslides is low. Therefore, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Refer to Responses 4.10(a) and 4.10(c)(1) for potential impacts pertaining to the potential for erosion/siltation-related impacts and the potential for loss of topsoil as a result of the proposed project. Construction activities could potentially result in soil erosion or loss of topsoil due to ground disturbing activities required to construct the trail, but these activities would be limited in duration. The project would be subject to requirements under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ). A Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required to contain a site map(s) that depicts the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list Best Management Practices (BMPs) the discharger would use to protect stormwater runoff and the placement of those BMPs. BMPs for construction activities may include measures to control pollutants at particular sources, such as fueling areas, trash storage areas, outdoor materials storage areas, and outdoor work areas. BMPs are also used during treatment of the pollutants at these particular source areas. In addition to the BMPs, the SWPPP must contain: a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. As such, potential impacts in this regard during the construction phase would be less than significant.

During long-term operations, the proposed project is not anticipated to result in significant impacts related to erosion and loss of topsoil. The proposed project would be a graded, flat surface trail that would be partially paved and partially natural (decomposed granite). As noted in Response 4.10(a), a Water Quality Management Plan (WQMP) would be prepared for the project. The WQMP would identify Best Management Practices (BMPs) to minimize impacts to water quality, including erosion and loss of topsoil, and implementation of these BMPs would be closely monitored as required by the NPDES permit. In summary, the project would be subject to the Riverside County Order No. R8-2010-0033, NPDES Permit No. CAS618033 and the San Bernardino County Order No. R8-2010-0036, NPDES Permit No. CAS618036, and the WQMP, all of which minimize potential impacts related to erosion and loss of topsoil. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. The project would not result in significant impacts related to ground motion (such as lateral spreading or collapse), liquefaction, or landslides; refer to Responses 4.7(a)(2), 4.7(a)(3), and 4.7(a)(4), above. The proposed project would involve the construction of a new segment of the SART alignment. Project implementation would not affect subsurface geology, nor would it include the development of any structures that would result in substantial hazards related to unstable soil or seismic event. In addition, all proposed trail alignments would be required to conform to the District's Trail Development Standards, California Building Code, and Title 15, Building and Construction, of the Riverside County Municipal Code. Moreover, the project would require implementation of Mitigation Measures GEO-1 and GEO-2, which would minimize hazards related to seismicity and unstable soils by incorporating the recommendations provided in the Geotechnical Repot. Therefore, impacts pertaining to unstable soils would be less than significant with the incorporation of mitigation.

Mitigation Measures: Refer to Mitigation Measures GEO-1 and GEO-2.

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

Less Than Significant Impact With Mitigation Incorporated. Based on the Geotechnical Report, a portion of the project alignment is in an area determined to have near surface soils with a moderate shrink-swell potential and the potential for encountering expansive soils on-site is low. However, if expansive soils are encountered during geotechnical field exploration to be performed during the final design phase, removing these expansive soils and replacing with non-expansive soils, soil improvements (such as lime or cement treating of the subsurface soils), and soil compaction are feasible options to minimize potential impacts (Mitigation Measure GEO-3). Additionally, the trail alignment would be required to conform to the District's Trail Development Standards, California Building Code, and Title 15, Building and Construction, of the Riverside County Municipal Code. Therefore, impacts pertaining to expansive soils would be less than significant with the incorporation of mitigation.

Mitigation Measures:

GEO-3 In the event expansive soils are encountered during geotechnical field exploration conducted during final design, removing these expansive soils and replacing with non-expansive soils, soil improvements (such as lime or cement treating of the subsurface soils), and soil compaction shall be implemented to minimize potential impacts as determined necessary by the geotechnical engineer, and as approved by the Riverside County Regional Park and Open-Space District.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No septic tanks or alternative wastewater systems would be required or installed as a result of the proposed project, and no impact would occur.

Mitigation Measures: No mitigation is required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. Based on the Paleontological Report, no paleontological resources were observed on-site; however, one paleontological resource was observed within the project vicinity. The majority of the project site has been previously disturbed for development of the golf course and has a low potential for encountering paleontological resources. However, geologic units found to yield significant paleontological resources (Topanga Group, Puente Formation, and older Quaternary deposits) have been mapped on-site generally along the southwest and northwest hills of the project site; refer to Exhibit 4.7-1, *Paleontological Sensitivity of the Project Site*. These areas have a high potential for encountering paleontological resources. Mitigation Measure GEO-4 is recommended to reduce potential impacts in the event paleontological resources are encountered during earthwork/grading activities. Mitigation Measure GEO-4 requires all field personnel attend a Worker's Environmental Awareness Program (WEAP) training and recommends monitoring at high-sensitivity locations. Spot-check monitoring is recommended at low-sensitivity locations. Reporting and special handling procedures are required where fossils may be encountered. All collected and prepared resources will be curated and stored in an accredited repository, such as the Natural History Museum of Los Angeles County or the Western Science Center of Hemet. At the conclusion of all construction monitoring for the project, the project paleontologist would prepare a report summarizing the monitoring efforts and results, including documentation of paleontological discoveries, if any. A final copy of the report would be provided to the District and the accredited repository. With implementation of Mitigation Measure GEO-4, impacts would be less than significant in this regard.

Mitigation Measures:

GEO-4 Prior to the start of ground-disturbing activities, a professional paleontologist who meets the qualifications standards of the Society of Vertebrate Paleontology (project paleontologist) shall be retained by the Riverside County Regional Park and Open-Space District (District) to prepare and implement a Paleontological Resource Impact Mitigation Program (PRIMP) for the project. The project's PRIMP shall include mitigation measures including, but not limited to the following:

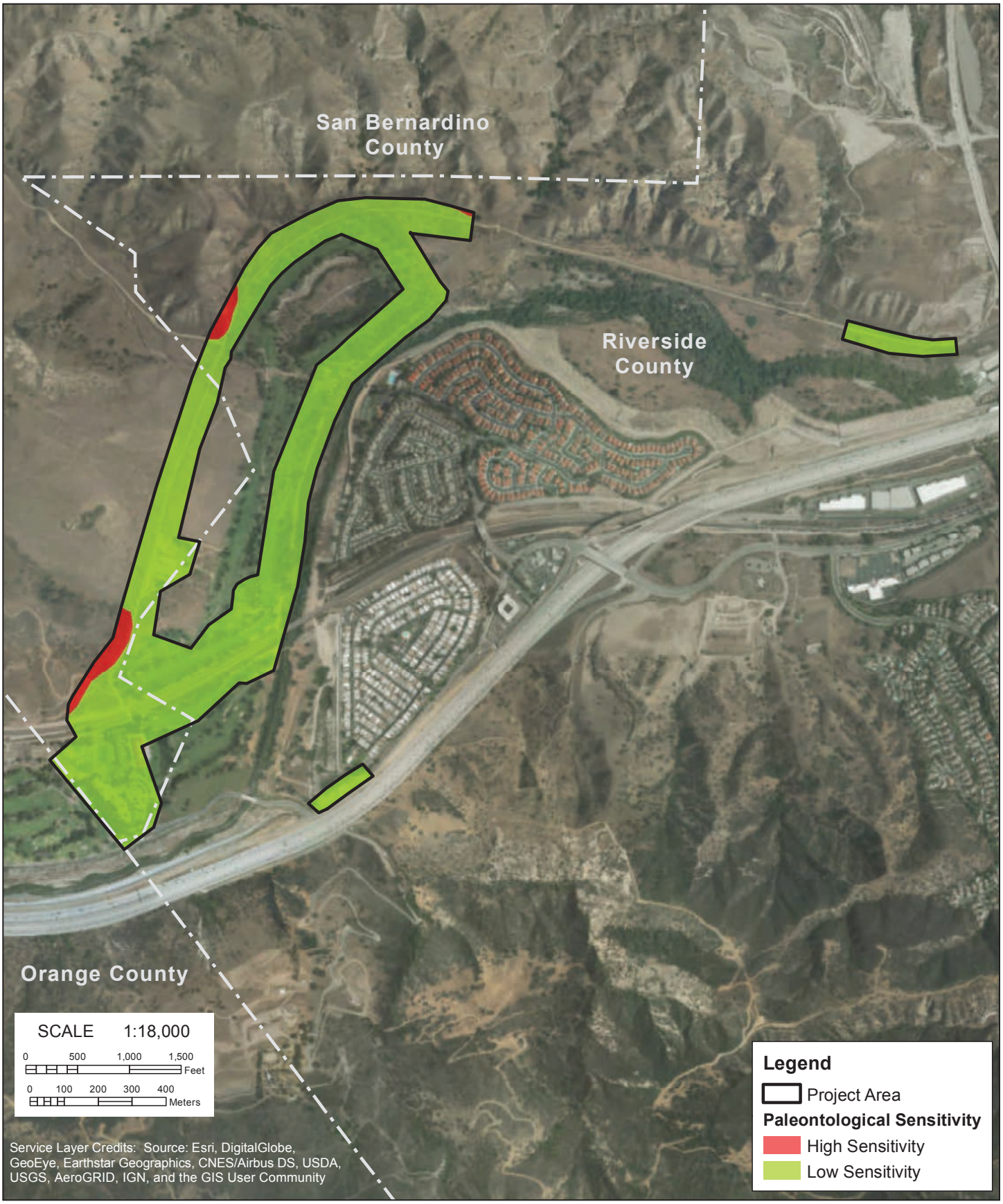
- All on-site construction personnel shall complete a Worker Environmental Awareness Program (WEAP) during a pre-grade kick-off meeting that will consist of on-site training by the project paleontologist. The training shall consist of information related to paleontological resources in regard to the types of fossils that could be found in the project area and the procedures to follow if paleontological resources are encountered. The training also shall include a discussion of applicable laws and penalties for removal or disturbance of fossils found on site.

- Construction monitoring shall be conducted by a qualified paleontological monitor overseen by the project paleontologist. Monitoring shall entail the visual inspection of excavated sidewalls and spoils during project-related ground-disturbing activities.

  High Sensitivity portions of the project site shall be monitored on a full-time basis for disturbance at four feet or greater below ground surface (bgs). Low sensitivity portions of the project area shall be spot-check monitored for disturbances at four feet or greater bgs, at the discretion of the project paleontologist. Additionally, areas excavated up to 40 feet bgs for the bridge locations shall be spot-checked, as these may encounter High Sensitivity geologic units. In areas of High Sensitivity, monitoring efforts may be reduced or eliminated at the discretion of the project paleontologist if no fossil resources are encountered after 50 percent of the excavations are completed. Bulk sediment samples from geologic units with High Sensitivity shall be collected periodically and screened on-site to determine the presence of small fraction fossils.

  Daily monitoring activities will be documented on field forms accompanied with photographs of activities as well as photographs of soils, sediments, and fossils, if any. In the event a potentially significant paleontological resource is encountered during ground-disturbing activities, the contractor will stop construction within 50 feet of the discovery and the project paleontologist will evaluate the significance of the resource. Additional recommendations may be made at that time. If the resource is found to be significant, the paleontologist will systematically remove it from the site for laboratory preparation, which may entail the stabilization of the resource with glues and consolidants, as needed, and separation from sedimentary matrix, if necessary. Following laboratory preparation, the resource will be identified to the lowest taxonomic level, cataloged, and inventoried in anticipation of curation. All collected and prepared resources will be curated and stored in an accredited repository, such as the Natural History Museum of Los Angeles County or the Western Science Center of Hemet.

  At the conclusion of all construction monitoring for the project, the project paleontologist shall prepare a report summarizing the monitoring efforts and results, including documentation of paleontological discoveries, if any. A final copy of the report will be provided to the District and the accredited repository.



NOT TO SCALE

Michael Baker INTERNATIONAL

03/2021 JN 167982

SANTA ANA RIVER TRAIL - PHASE 6 THROUGH GREEN RIVER GOLF CLUB
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Paleontological Sensitivity

Exhibit 4.7-1

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4.8 GREENHOUSE GASES

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

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

PROJECT-RELATED SOURCES OF GREENHOUSE GASES

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 424 million tons of carbon dioxide (CO_2) per year.[1] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect and increase the Earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in observational records. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750) to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million. For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 parts per million in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) developed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 parts per million CO_2 equivalent[2] (CO_2eq) concentration is required to keep global mean warming below two degrees Celsius, which in turn is assumed to be necessary to avoid significant levels of climate change.

1 California Environmental Protection Agency, *California Greenhouse Gas Emissions for 2000 to 2017*, https://ww2.arb.ca.gov/ghg-inventory-data, accessed December 16, 2019.

2 Carbon Dioxide Equivalent (CO_2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

State

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is underway, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation is necessary to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). Assembly Bill (AB) 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Senate Bill 32. Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030.

CARB Scoping Plan. On December 11, 2008, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO_2eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MT CO_2eq under a business as usual (BAU)[3] scenario. This is a reduction of 42 million MT CO_2eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

3 "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal."

Regional

County of Riverside

The *County of Riverside 2019 Climate Action Plan Update* (CRCAP) is an update to the *2015 Climate Action Plan* which was adopted on December 8, 2015. The CRCAP refines the County's efforts to meet post-2020 GHG reduction strategies, specifically for the years 2035 and 2050. The CRCAP builds upon the GHG reduction strategies in the *2015 Climate Action Plan*. Furthermore, the CRCAP has adopted a numerical significance threshold of 3,000 metric tons CO_2e ($MTCO_2e$) per year for assessing project impacts related to GHG emissions. A project with emissions higher than 3,000 $MTCO_2e$ per year would be required to utilize the screening tables in the CRCAP and implement all feasible GHG mitigation measures to reduce impacts.

County of San Bernardino

The *San Bernardino County Regional Greenhouse Gas Reduction Plan* (RGGRP) was adopted March 2014. The RGGRP describes the 2020 GHG reduction goals for various cities (including the City of Chino Hills) within the County to comply with the State's 2020 AB32 GHG reduction targets.

Greenhouse Gas Emissions Thresholds

The CRCAP 3,000 $MTCO_2eq$ per year screening threshold has been selected as the significance threshold for the proposed project. The 3,000 $MTCO_2eq$ per year threshold is used in addition to the qualitative thresholds of significance set forth below from Appendix G of the CEQA Guidelines.

PROJECT-RELATED SOURCES OF GREENHOUSE GASES

Project-related GHG emissions would include emissions from construction and operation activities. Construction of the project would result in direct emissions of CO_2, N_2O, and CH_4 from the operation of construction equipment. Transport of materials and construction workers to and from the project site would also result in GHG emissions. Construction activities would be short-term in duration and would cease upon project completion. The proposed project involves construction of a 1.5-mile segment through Green River Golf Club and a 0.2-mile segment between Phase 5 and Phase 3 of the larger 110-mile Santa Ana River Trail (SART) project; refer to Section 2.0. As traffic generation associated with the proposed project would be nominal (due to occasional trips for District maintenance and inspection activities), the operation of the proposed project would not result in substantial operational GHG emissions. In addition, the project is anticipated to result in beneficial long-term GHG effects, as it would result in improved connectivity in the project area for alternative modes of transportation. Consequently, project-related GHG emissions would primarily be due to construction activities.

Construction Emissions

As shown in Table 4.8-1, *Estimated Greenhouse Gas Emissions*, construction of the proposed project would result in a total of 1,509.40 $MTCO_2eq$ (50.31 $MTCO_2eq$ amortized over 30 years[4]), which is well below the 3,000

[4] The propoject lifetime is based on the SCAQMD's standard 30-year assumption (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

$MTCO_2eq$/year screening threshold. The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) was used to calculate off-road construction emissions. The CalEEMod outputs are contained within the Appendix A, *Air Quality/Greenhouse Gas/Energy Data*.

Table 4.8-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2eq
	Metric Tons/yr	Metric Tons/yr	Metric Tons of CO_2eq[1]	Metric Tons/yr	Metric Tons of CO_2eq[1]	
Construction Emissions						
Total emissions (one time)	1,501.09	0.33	8.31	0.00	0.00	1,509.40
Total emissions (amortized over 30 years)	50.03	0.01	0.28	0.00	0.00	50.31
CAP Screening Threshold	***3,000 $MTCO_2eq$/yr***					
GHG Significance Threshold Exceeded?	***No***					

Notes:
1. CO_2 Equivalent values calculated using the U.S. EPA Website, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/cleanenergy/ energy-resources/calculator.html, accessed December 22, 2019.
2. Totals may be slightly off due to rounding.

Source: Refer to Appendix A, for detailed model input/output data.

As shown in Table 4.8-1, GHG emissions from construction of the proposed project would be minimal (1,509.40 $MTCO_2eq$ at one time, or 50.31 $MTCO_2eq$ per year amortized over 30 years) and well below the GHG emissions threshold of 3,000 $MTCO_2eq$ per year established by the CAP. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is 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. The CRCAP summarizes various State and local policies that would contribute to reduced GHG emissions in the Riverside County by the year 2020 and beyond. Some of these policies include updated building codes for energy efficiency, the low carbon fuel standard, Pavley (California Assembly Bill) vehicle emissions standards, and the Renewable Portfolio Standards (RSP) for utility companies. In order to reach the reduction target, the CRCAP includes measures that encourage energy efficiency and renewable energy, development and utilization of zero-emission vehicles (ZEVs), water conservation, and increased waste diversion.

The proposed project consists of a 1.5-mile segment through Green River Golf Club and a 0.2-mile segment between Phase 5 and Phase 3 of the larger 110-mile SART project. SART-Phase 6 would provide a gap closure in the SART system, linking trails and communities across the counties of Riverside and San Bernardino, consistent with the Riverside County General Plan *Circulation Element*. Furthermore, operation of the proposed project would not result in substantial operational GHG emissions, and the project is anticipated to result in beneficial long-term GHG effects as it would result in improved connectivity in the project area for alternative modes of transportation. Additionally, as discussed above, the proposed project would not generate a significant amount of GHGs and would not exceed the CRCAP 3,000 $MTCO_2eq$ per year threshold. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The short-term construction process for the proposed project would not involve the routine transport, use, or disposal of hazardous materials. With the exception of utilizing gasoline, diesel fuels, and solvents for construction equipment, no other hazardous materials would be transported to or from the project site, or used in the construction process. Fuels and solvents for construction would be stored and utilized pursuant to existing regulatory requirements. Therefore, short-term construction impacts would be less than significant in this regard.

The proposed project would construct a dual-track Class I multi-use path/natural surface trail. As a recreational trail facility, the proposed project would not involve the routine transport, use, or disposal of hazardous materials during long-term operations. No habitable structures or new land uses requiring hazardous materials would be constructed. Thus, implementation of the proposed project would not result in an impact in this regard.

Mitigation Measures: No mitigation is required.

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?

Less Than Significant Impact With Mitigation Incorporated.

SHORT-TERM IMPACTS

One of the means through which human exposure to hazardous substances could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure of contaminated soil, soil gas, or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure. Construction activities associated with the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. Construction activities could expose construction workers to accidental conditions as a result of existing contamination that could be present in on-site soils, soil gas, and/or groundwater. The following analysis considers potential disturbance of hazardous materials on-site during construction.

Burlington Northern Santa Fe (BNSF) Rail Line

The BNSF rail line and associated right-of-way (ROW) are located in the southern portion of the project site, trending in an east-west direction. Active and inactive railroad beds frequently have concentrations of petroleum products and lead elevated above natural background conditions. Petroleum product concentrations and lead concentrations are derived from drippings from rail vehicles and flaked paint, respectively. Wooden railroad ties may contain preservatives (i.e., creosote), some of which may contain hazardous constituents. Track switch locations often have elevated levels of petroleum hydrocarbons. Also, inorganic and organic herbicides, along with diesel fuel, may have been used for vegetation control. Thus, the presence of gasoline, diesel, and/or creosote surrounding the railroad is likely.

The project proposes to construct a pedestrian/equestrian bridge or vehicular bridge across and over the BNSF rail line. Construction activities would include the installation of bridge piles approximately 40 feet from the BNSF rail line, within BNSF ROW. Therefore, elevated levels of petroleum hydrocarbons, lead concentrations, hazardous materials associated with treated wood, as well as herbicide/pesticide residues may be present within on-site soils.

Based on the analysis above, any ground disturbance in the vicinity of the BNSF rail line could result in accidental conditions involving residual soil contamination. Therefore, the project would be required to implement Mitigation Measure HAZ-1 requiring soil sampling by a qualified Phase II/site characterization specialist prior to ground disturbing activities within railroad ROW. Additionally, Mitigation Measure HAZ-1 would require the specialist to sample soils prior to import/export. The specialist would recommend proper handling, as necessary as a result of sampling efforts. Further, in the event that any unknown waste materials or suspect materials are discovered by the contractor during construction, implementation of Mitigation Measure HAZ-2 would reduce potential impacts from unknown hazardous materials that could result in accidental conditions at the project site. With implementation of Mitigation Measures HAZ-1 and HAZ-2, potential short-term construction hazardous materials impacts would be reduced to less than significant levels.

Green River Golf Club Maintenance Yard and Former Underground Storage Tank

The Green River Golf Club includes a maintenance yard, which is situated along the existing maintenance road No. 1, to the north of the BNSF rail alignment. As shown on Exhibit 2-4a, *Plan Sheet 1* and Exhibit 2-4b, *Plan Sheet 2*, the proposed trail alignment would remain within the boundaries of the existing maintenance road No. 1 and would not impact the maintenance yard.

According to the State Water Resource Control Board's online database (GeoTracker), a 1,000-gallon gasoline underground storage tank (UST) was removed from the Green River Golf Club on July 14, 1993. During UST removal, soil contamination was identified beneath the tank. Approximately 670 tons of soil was excavated to a depth of approximately 21 feet below grade. Confirmation sampling results indicated that all contamination had been removed. The County of Riverside Department of Environmental Health issued a closure letter, dated June 9, 1994, confirming completion of the site investigation and remedial action at the UST location.

Files reviewed did not identify the specific location of the former UST. However, based on the nature of golf courses, it is likely that the former UST was located in the maintenance yard. According to historical aerials, the maintenance yard and existing maintenance road No. 1 (i.e., proposed trail alignment) have been present since prior to 1994.[1] As the existing maintenance road No. 1 (i.e., proposed trail alignment) was present during the time of UST removal, it is not anticipated that the former UST was located within the grading limits for the project. As contaminated soil was removed and the former UST was situated outside of grading limits associated with the project, it is unlikely that the former UST has resulted in contamination at the project site. Based on the analysis above, potential impacts associated with the maintenance yard and former UST are less than significant.

Potential PCB-Containing Materials

Existing electrical poles are present along maintenance road No. 1 and maintenance road No. 3; refer to on Exhibit 2-4a. As such, pole-mounted transformers may be present on the subject site. Transformers installed prior to 1980 have the potential to contain polychlorinated biphenyls (PCBs). PCBs are organic oils that were formerly used primarily as insulators in many types of electrical equipment, including transformers. After PCBs were determined to be a carcinogen in the mid to late 1970s, the U.S. Environmental Protection Agency (EPA) issued final regulations in 1979 banning the manufacture of PCBs and phasing out most PCB uses. Thus, as the installation date of the potential on-site pole-mounted transformers is unknown at the time of this analysis, PCBs may be present within on-site transformers. Relocation or removal of pole-mounted transformers during site construction/demolition would be conducted under the purview of the local purveyor to identify proper handling procedures regarding PCBs (Mitigation Measure HAZ-3).

LONG-TERM OPERATIONAL IMPACTS

The proposed project would construct a dual-track Class I multi-use path/natural surface trail. As a recreational trail facility, the proposed project would not 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. No habitable structures or new land uses requiring the use of hazardous materials would be constructed. Thus, implementation of the proposed project would not result in an impact in this regard.

Mitigation Measures:

HAZ-1 Prior to ground disturbing activities within railroad right-of-way, the Riverside County Regional Park and Open-Space District (District) shall obtain a qualified Phase II/Site Characterization Specialist to conduct sampling of soils within the railroad right-of-way. The qualified Phase II/Site Characterization Specialist shall also sample all import/export soils pursuant to Department of Toxic Substances Control regulations prior to transport. Should samples identify hazardous materials/substances above regulatory thresholds, the Specialist shall recommend proper handling/disposal of such materials, as necessary, and the District and/or construction contractor shall abide by these recommendations.

[1] Netronline, *Historical Aerials*, https://www.historicaerials.com/viewer, accessed December 24, 2019.

HAZ-2 If unknown wastes or suspect materials are discovered during construction by the contractor which are believed to involve hazardous waste/materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the Riverside County Regional Park and Open-Space District (District);
- Secure the areas as directed by the District; and
- Perform remedial activities as required under existing law.

HAZ-3 Prior to approval of plans/specifications by the Riverside County Regional Park and Open-Space District (District), the District shall confirm whether or not any transformers are present on-site. If transformers are present and proposed for relocation/removal, those activities shall be conducted under the purview of the local purveyor to identify property-testing/handling procedures regarding PCBs.

c) 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 located within 0.25-mile of the project site. The nearest school is Pivot Charter School, approximately 0.4-mile south of the project site. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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?

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board to compile and update a regulatory sites listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations (CCR), to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not listed pursuant to Government Code Section 65962.5.[2] Thus, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The nearest airport to the project site is the Corona Municipal Airport, located approximately 2.3 miles to the northeast of the project site. The project involves construction of a dual-track Class I multi-use path/natural surface trail and does not include occupied structures. Therefore, implementation of the proposed project would not result in a safety hazard for people residing or working in that area. Additionally, based on Exhibit CO-6 of the

[2] California Environmental Protection Agency, *Cortese Listing*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed December 16, 2019.

Riverside County Airport Land Use Compatibility Plan West County Airports Background Data, dated 2004, the project site is located outside of the Airport Land Use Compatibility planning area. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the *Riverside County Emergency Operations Plan* (EOP), Riverside County is currently using the Standardized Emergency Management System (SEMS) for emergency response, where depending on the type of incident, several different agencies and disciplines may be called upon to assist with emergency response. Agencies and disciplines that can be expected to be part of an emergency response team include medical, health, fire and rescue, police, public works, and the coroner.

The proposed project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan, as the project consists of a recreational parkway and dual-track Class I multi-use path/natural surface trail. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact With Mitigation Incorporated. Refer to Response 4.20(b).

Mitigation Measures: Refer to Mitigation Measure WF-1.

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4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			✓	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
3) 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?			✓	
4) Impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial, construction, and municipal pollutant discharges. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Santa Ana RWQCB.

Onsite drainages include the Santa Ana River, Aliso Creek, and Drainage 1. Flows within the Santa Ana River are regulated by Prado Dam, and conveyed from the northeast to the southwest, eventually flowing to the Pacific Ocean. Aliso Creek is an ephemeral drainage feature that enters the project area from the west, and bisects the central portion of the project site prior to its confluence with the Santa Ana River. Drainage 1 is an ephemeral drainage feature that enters the project site from the north, collecting surface water runoff from surrounding hillsides, across

the northeast portion of the project site where the water eventually infiltrates into soils. The Water Quality Control Plan for the *Santa Ana River Basin* (Basin Plan) identifies beneficial uses for Santa Ana River Reach 2 and Aliso Creek, including municipal and domestic supply, agricultural supply (only Aliso Creek), groundwater recharge, water contact recreation, non-contact water recreation, warm freshwater habitat, wildlife habitat, and rare, threatened or endangered species.[1] In addition, the *Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List/305 (b) Report)* has not designated Santa Ana River Reach 2, Aliso Creek, or Drainage 1 as impaired nor has a Total Maximum Daily Load been established for pollutants of concern.[2]

SHORT-TERM CONSTRUCTION IMPACTS

Short-term impacts may result from the disturbance of on-site soils during construction activities. Runoff from the project site during construction would have the potential to violate water quality standards and water quality discharge requirements. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the *National Pollutant Discharge Elimination System (NPDES)* General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ). Construction activity subject to this permit includes clearing, grading, and other ground disturbances such as stockpiling, or excavation.

To comply with the Construction General Permit, the project must register with the Stormwater Multiple Application and Report Tracking System, as well as develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP is required to contain a site map(s) that depicts the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list Best Management Practices (BMPs) the discharger would use to protect stormwater runoff and the placement of those BMPs. BMPs for construction activities may include measures to control pollutants at particular sources, such as fueling areas, trash storage areas, outdoor materials storage areas, and outdoor work areas. BMPs are also used during treatment of the pollutants at these particular source areas. The following BMPs could be implemented prior to construction to capture sediment, stabilize slopes, and prevent runoff and sediment from entering receiving waters:

- Silt curtains,
- Erosion control fiber mats,
- Silt fences,
- Sandbag barriers, and
- Sediment traps.

In addition to the BMPs, the SWPPP must contain: a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

The project's construction activity would be subject to the Construction General Permit, as it involves clearing, grading, and disturbances to the ground such as stockpiling or excavation, and a construction site with soil

[1] California Waterboards, Santa Ana – R8. Revised June 2019. *Water Quality Control Plan for the Santa Ana River Basin*. Available at: https://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/. Accessed on December 4, 2019.

[2] California State Water Resources Control Board. April 6, 2018. *Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List/305 (b) Report)* Available at: https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml

disturbance greater than one acre. The SWPPP is required to outline the erosion, sediment, and non-stormwater BMPs, in order to minimize the discharge of pollutants at the construction site. These BMPs would include measures to contain runoff from vehicle washing at the construction site, prevent sediment from disturbed areas from entering the storm drain system using structural controls (i.e., sand bags at inlets), and cover and contain stockpiled materials to prevent sediment and pollutant transport. Implementation of the BMPs would ensure runoff and discharges during the project's construction phase would not violate any water quality standards. Compliance with the Construction General Permit would reduce short-term construction-related impacts to water quality to a less than significant level.

LONG-TERM OPERATIONAL IMPACTS

Long-term operation would similarly have the potential for impacting drainage systems due to pollutants in stormwater runoff (refuse, horse manure, and erosive soils) that could have the potential to affect tributary drainage features. The proposed trail would be a graded, flat surface that would generally be partially paved and partially natural (decomposed granite). A project-specific Water Quality Management Plan (WQMP) would be prepared pursuant to NPDES requirements. The WQMP would identify BMPs to minimize potential water quality issues related to low impact development (LID), hydromodification, identification of receiving waters, which would include but not be limited to, revegetation to stabilize disturbed soils, grading design that increases stormwater retention and infiltration, and maintenance programs to remove trash, debris, and waste.

- Implement minimum BMPs as applicable to the project, such as installing storm drain stencils and/or maintaining landscape with minimal pesticide use.

- Infiltration and Biotreatment BMPs (where technically feasible), such as infiltration trenches, infiltration basins, bioretention, biofiltration swales and/or biofiltration strips.

- Maintenance programs to remove trash, debris, and waste, such as installing adequate receptacles, weekly waste collection, and/or waste bag dispensers.

In summary, the project would be subject to the Riverside County Municipal NPDES Permit (Order No. R8-2010-0033, NPDES Permit No. CAS618033 as amended by Order R8-2013-0024) and the San Bernardino County Municipal NPDES Permit (Order No. R8-2010-0036, NPDES Permit No. CAS618036), and therefore would be required to prepare a WQMP. The permits require priority projects, such as this one, to implement where feasible and applicable, site design Low Impact Development (LID), source control, and treatment control BMPs because it will add or replace 5,000 or more square feet in impervious surface on an already-developed site, which could potentially increase flows and pollutant loading to downstream facilities. With project compliance with applicable laws and regulations, preparation of a WQMP, and implementation of the recommended BMPs, impacts to water quality would be less than significant.

Mitigation Measures: No mitigation is required.

b) 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.

Based on the SART Master Plan, groundwater in the project area generally flows west and south along the Santa Ana River. Groundwater depths range between 10 and 50 feet below ground surface (bgs) along the Santa Ana River and Prado Basin, and between 50 and 100 feet bgs on high banks and bluffs. On-site, groundwater may be encountered at approximately 10 feet bgs.

SHORT-TERM CONSTRUCTION IMPACTS

The project would not have the potential to result in substantial impacts to groundwater supplies or recharge during construction. During the construction phase, ground disturbance is anticipated to reach a maximum of approximately five feet bgs along the majority of the trail alignment. However, maximum excavation associated with construction of the proposed BNSF bridge overcrossing is anticipated to be approximately 40 feet bgs. As groundwater is anticipated between 10 and 50 feet below ground surface (bgs), excavation activities for the proposed BNSF bridge overcrossing could require dewatering. If dewatering is required, the project would comply with the Santa Ana RWQCB Order No. RS-2015-0004 and NPDES Permit No. CAG998001 (Dewatering Permit), both of which regulate the discharge of dewatering wastes from construction and other similar types of discharges that pose an insignificant (de minimis) threat to water quality. To obtain regulatory coverage under this order, an applicant must submit an NOI at least 45 days prior to discharge and basic information needed to characterize the dewatering discharge including a list of potential pollutants, maximum flow rates, and proposed treatment systems. A standard monitoring and reporting program is included as part of the permit. Groundwater removed through dewatering would include BMPs to capture sediment, stabilize slopes, and prevent runoff and sediment from entering receiving waters, which would include:

- Sediment bags
- Infiltration trenches
- Swales
- Sediment barriers
- Filters
- Inlet covers

Adherence to existing NPDES requirements and acquisition of a Dewatering Permit would sufficiently minimize short-term construction impacts to less than significant levels in the event that groundwater is encountered during project construction. Impacts in this regard would be less than significant.

LONG-TERM OPERATIONAL IMPACTS

The proposed project would not include any land uses or facilities that would require groundwater extraction or have the capacity to substantially decrease groundwater supplies or recharge. The proposed project would include construction of partially impervious (asphalt concrete paved) and partially pervious (decomposed granite [DG] or similar permeable surface) dual-track trail segments and bridge structures over the BNSF railroad and Aliso Canyon; refer to Section 2.5, *Project Description*. While construction of the paved trail would result in an increase in impervious surface area at the project site (approximately 3.5 acres of new impervious surfaces), the new impervious surfaces represent only approximately three percent of the area within project boundaries, which is primarily pervious (e.g., open space associated with the Green River Golf Club and Chino Hills State Park). Additionally, the project area is surrounded by the vast natural/pervious surfaces within Chino Hills State Park and Green River Golf Club. Thus, it is not anticipated that the nominal increase of impervious surface resulted from project implementation would impede percolation of runoff into the groundwater basin underneath the project area. The project would not have the capacity to substantially interfere with groundwater recharge, such that there would be a net deficit in aquifer volume or lowering of the groundwater table level during long-term operations. Long-term operational impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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:

1) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. As discussed in Response 4.10(a), the proposed project would not result in water quality pollutants (including erosion/siltation) during short-term construction or long-term operations. The project would include preparation of a SWPPP and implementation of construction BMPs (refer to the list of construction BMPs noted above) pursuant to the provisions of the NPDES Construction General Permit. The project would also include preparation of a WQMP and implementation of recommended operational BMPs (refer to the list of operational BMPs noted above). These short-term construction and operational BMPs would minimize the potential for erosion or siltation on- or off-site during construction. Thus, the impact would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. The proposed project would not have the capacity to substantially increase the amount of surface runoff resulting in flooding on- or off-site. The proposed SART-Phase 6 alignment would primarily be constructed along existing maintenance road alignments, and thus would not result in substantial changes in elevation or topography. As a proposed recreational trail facility, the project would not include implementation of facilities or land uses that could substantially concentrate surface runoff during storm events.

As noted above in Response 4.10(b), the proposed project would include construction of dual-track paved and DG trail segments. While implementation of the paved surface trail would result in an increase in impervious surface area at the project site (approximately 3.5 acres), the new impervious surfaces represent only approximately three percent of the area within project boundaries, which is primarily pervious (e.g., open space associated with the Green River Golf Club and Chino Hills State Park). Additionally, these paved trail surfaces would be surrounded by large areas of natural/pervious surfaces and would not impede the percolation of runoff into the groundwater basin. Thus, impacts in regard to on- or off-site flooding would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Responses 4.10(a) through 4.10(c)(2), above. The project would not have the capacity to exceed the capacity of storm water drainage systems, and water quality impacts would be minimized through compliance with NPDES regulations. Pursuant to NPDES requirements, a project-specific WQMP would be prepared and necessary BMPs would be installed to minimize project impacts. Upon preparation of a WQMP and implementation of recommended BMPs, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

4) Impede or redirect flood flows?

Less Than Significant Impact. The SART-Phase 6 alignment is proposed primarily within existing maintenance road alignments, and thus would not result in substantial changes in elevation or topography that would impede or redirect flood flows. As noted above in Response 4.10(b), the proposed project would result in the creation of approximately 3.5 acres of new impervious surfaces, primarily as a result of the new paved trail and bridge structures

over the BNSF railroad and Aliso Canyon. While this increase would result in additional runoff, the new impervious surfaces represent only approximately three percent of the area within project boundaries, which is primarily pervious (e.g., open space associated with the Green River Golf Club and Chino Hills State Park). Additionally, these new impervious surfaces would be surrounded by natural/pervious surfaces that would promote the percolation of runoff into the groundwater basin. This increase in surface runoff would not have the capacity to impede or redirect flood flows, and impacts would be less than significant in this regard.

The project would not result in any impacts to the Santa Ana River, which is the primary flood control facility within the region. As noted in Section 2.5, the project would include a bridge crossing over Aliso Canyon; refer to Exhibit 2-4b, *Conceptual Plan - Sheet 2*. Where Aliso Canyon traverses the project site, a bridge structure would span the floodplain associated with Aliso Canyon. The abutment fill for the northern bridge abutment would be contained and minimized by the use of wingwalls. A small portion of the Zone A floodplain associated with the Santa Ana River would be encroached upon. The encroachment would be minor and would consist of the encroachment of approximately 8 feet of the 1,570-foot floodplain. From an aerial perspective, this represents less than 0.5 percent of the floodplain. Considering that the floodplain at this location is very shallow, and the thalweg[3] of the Santa Ana River is 14 feet lower than this location at Aliso Canyon, the encroachment of the conveyance area is inconsequential. The cross-sectional area of the floodplain is approximately 10,990 square feet, and the encroachment within the floodplain below the water surface obstructs less than one square foot of conveyance. Therefore, the reduction in conveyance area of the Santa Ana River Floodplain as a result of the proposed project is 0.005 percent. As a result, this configuration would not reduce the hydraulic capacity at Aliso Canyon and would not impede or redirect flood flows. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank.

The project is situated approximately 25 miles from the Pacific Ocean and is not located in a tsunami inundation zone.[4] Risks associated with tsunami hazards are considered remote.

In regard to the potential for flooding hazards/seiche, according to the Riverside County General Plan *Safety Element*, the project area is located within the Santa Ana River Special Flooding Hazard Zone and the Prado Dam Hazard Zone. The Prado Dam is located approximately 0.5-mile northeast of the project site, and is a major flood control facility operated by the U.S. Army Corps of Engineers. Although the potential for inundation exists during a major storm event, inundation is not anticipated to result in the release of pollutants. The project would result in implementation of a recreational trail, and would not include any habitable structures, chemical/materials storage, or other uses that could result in a substantial release of pollutants during an inundation event. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

[3] The thalweg is a line drawn to join the lowest points along the entire length of a stream in its downward slope, defining its deepest channel.
[4] California Geologic Survey. CGS Information Warehouse: Tsunami. Available at https://maps.conservation.ca.gov/cgs/informationwarehouse/tsunami/. Accessed on August 27, 2019.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. As discussed in Responses 4.10(a) and 4.10(b) above, the project would comply with NPDES and RWQCB requirements, and would not have the capacity to conflict with a water quality control plan or groundwater management plan for the region. A SWPPP and project-specific WQMP would be prepared and construction and operational BMPs would be implemented as part of the project pursuant to NPDES requirements. Construction BMPs such as silt curtains, erosion control fiber mats, silt fences, sandbag barriers, sediment traps, sediment bags, infiltration trenches, swales, sediment barriers, filters, and inlet covers would be implemented prior to construction to capture sediment, stabilize slopes, and prevent runoff and sediment from entering receiving waters. Operational BMPs would include revegetation to stabilize disturbed soils, grading design that increases stormwater retention and infiltration, and maintenance programs to remove trash, debris, and waste. These short-term construction and operational BMPs would minimize potential impacts to water quality and groundwater as a result of project implementation and would further the goals and objectives of local and regional plans by maintaining acceptable water quality standards on-site and within the project vicinity. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.11 LAND USE AND PLANNING

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

a) Physically divide an established community?

No Impact. The proposed project would not result in impacts related to the division of an established community. Section 2.3, *Existing General Plan Land Uses and Zoning*, discusses existing land use designations and zoning on-site and within the project area. The proposed project would not affect existing land use or zoning within the project area and would not have the potential to create a barrier between existing communities. Rather, the proposed project would result in a beneficial impact in this regard, since the project would provide additional access to the SART system, thereby improving circulation and connectivity in the region. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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?

Less Than Significant Impact. As discussed under Response 4.11(a), the project would not conflict with or alter existing land use or zoning designations within project boundaries. This project is accounted for within the Riverside County General Plan Circulation Element, and is part of a planned regional trail extending across multiple jurisdictions. Moreover, portions of the project site are located on Chino Hills State Park land designated as Chino Hills State Park Management Zones: Core Habitat Zone and Natural Open Space Zone within the CHSP General Plan; refer to Section 2.3, *Existing General Plan Land Uses and Zoning*. Both Chino Hills State Park Management Zone designations allows for development of multiple-use trails (refer to Figure 7, *Management Zone Matrix*). Thus, the project would result in beneficial impacts related to recreational facilities and connectivity within the region. Additionally, as noted in Response 4.4(a), the *Habitat Assessment and MSHCP Consistency Analysis* (Habitat Assessment) concluded that the project is consistent with the goals and objectives of the Western Riverside County Regional Conservation Authority's (RCA's) *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP); refer to Appendix B, *Biological Resources Documentation*. The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan which allows Riverside County and its cities to better control land-use decisions, and maintain a strong economic climate while addressing the requirements of the Endangered Species Acts. The MSHCP's overall goal is to maintain biological and ecological diversity within a rapidly urbanizing region. Project's consistency with the goals and objectives of the MSHCP and with applicable local, State, and Federal policies and regulations would ensure less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓	
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?				✓

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?

Less Than Significant Impact. The California Department of Conservation's Surface Mining and Reclamation Act of 1975 (SMARA) identifies a range of Mineral Resource Zones (MRZ) within the State of California based on geologic and economic factors that identify the potential importance of mineral deposits in a particular area. MRZ-2 identifies areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. MRZ-3 identifies areas containing mineral deposits, the significance of which cannot be evaluated from available data. As described in Section 2.0, *Project Description*, the proposed project would involve construction of a Class I multi-use path/natural surface trail adjacent to the Santa Ana River. According to California Division of Mines and Geology, the majority of the site is identified as MRZ-2, and a small portion in the south is identified as MRZ-3.[1] Although the project site is classified as such, no mineral recovery activities have been known to occur or are planned in the project area. Furthermore, the site is not designated for mineral resource recovery in the General Plans for the cities of Corona and Chino Hills, Riverside County, or Chino Hills State Park. Impacts of the project would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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?

No Impact. Refer to Response 4.12(a).

Mitigation Measures: No mitigation is required.

[1] California Division of Mines and Geology, *Special Report 143: Mineral Land Classification of the Greater Los Angeles Area: Part III - Classification of Sand and Gravel Resource Areas, Orange County-Temescal Valley Production-Consumption Region*, published 1981, accessed September 26, 2019.

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4.13 NOISE

Would the project:	Potentially Significant Impact	Less Than Significant Impact 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?			✓	
b. Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving

the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

FEDERAL

National Institute for Occupational Safety and Health

The *CEQA Guidelines* do not define the levels at which temporary and permanent increases in ambient noise are considered "substantial." To evaluate whether project construction would generate potentially significant noise levels at off-site sensitive receiver locations, this analysis uses a construction-related noise level threshold adopted from the *Criteria for Recommended Standard: Occupational Noise Exposure*, prepared by the National Institute for Occupational Safety and Health (NIOSH). As a division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction related noise level threshold starts at 85 dBA for more than eight hours per day, and for every 3 dBA increase, the exposure time is cut in half.[1] This results in noise level thresholds of 88 dBA for more than four hours per day, 92 dBA for more than one hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day.[2] For the purposes of this analysis, the lowest, more conservative construction noise level threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time, they are expressed as L_{eq} noise levels. Therefore, the noise level threshold of 85 dBA L_{eq} over a period of eight hours or more would be substantial and, therefore, significant.

STATE OF CALIFORNIA

The State Office of Planning and Research (OPR) Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The OPR Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

REGIONAL

As discussed in Section 2.0, *Project Description*, the project's potential environmental footprint could potentially encroach within Riverside County, San Bernardino County, and the cities of Corona and Chino Hills. However, the majority of the project's potential environmental footprint would occur within Riverside County or the City of Corona. Furthermore, the nearest sensitive receptors would be found within the City of Corona. As such, this analysis focuses on the project's potential noise impacts against the Riverside County or the City of Corona General Plan and Municipal Code.

COUNTY OF RIVERSIDE

General Plan

The California Government Code requires that a noise element be included in the general plan of each county and city in the State. The Riverside County General Plan *Noise Element* (Riverside County Noise Element) evaluates the existing noise environment and future noise environment projections as well as identifies noise-sensitive land uses and major noise sources in the County. The Riverside County Noise Element provides goals, policies, and

1 National Institute for Occupational Safety and Health. *Criteria for Recommended Standard: Occupational Noise Exposure.* June 1998.
2 Ibid.

implementation programs designed to minimize noise conflicts and protect public health. The Riverside County Noise Element includes the following applicable policies:

N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys. (AI 106, 109)

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108)

N 13.1 Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)

N 13.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas. (AI 105, 108)

N 13.4 Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (AI 105, 108)

In addition, the Riverside County Noise Element provides noise standards and land use compatibility standards for normally acceptable conditions, based on State recommendations and County land use designations. Riverside County uses the noise/land use compatibility guidelines presented in Table 4.13-1, *Riverside County Land Use Compatibility for Community Noise Exposure*. These standards, which use the CNEL noise descriptor, are intended to be applicable for land use designations exposed to noise levels generated by transportation-related sources.

Table 4.13-1
Riverside County Land Use Compatibility for Community Noise Exposure

Land Use	Community Noise Exposure (L_{dn} or CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential[1]	50 - 60	60 - 70	70 - 75	75 - 85
Transient Lodging - Motel, Hotels	50 - 60	60 - 70	70 - 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 60	60 - 70	70 - 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters[2]	NA	50 - 70	NA	70 - 85
Sports Arenas, Outdoor Spectator Sports[2]	NA	50 - 75	NA	75 - 85
Playgrounds, Neighborhood Parks	50 - 70	NA	67.5 - 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 - 85
Office Buildings, Business Commercial and Professional	50 - 65	65 - 75	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 70	70 - 80	80 - 85	NA

Notes: NA: Not Applicable, L_{dn} = Day-Night Sound Level, CNEL = Community Noise Equivalent Level
1. Regarding aircraft-related noise, the maximum acceptable exposure for new residential development is 60dB CNEL.
2. No normally acceptable condition is defined for these uses. Noise studies are required prior to approval.

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.
Conditionally Acceptable – New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.
Normally Unacceptable – New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.
Clearly Unacceptable – New construction or development clearly should not be undertaken.

Source: Riverside County General Plan, *Noise Element*, 2015.

Municipal Code

The Riverside County Noise Ordinance *No. 847*, lists noise regulations to reduce noise impacts within the County. The following noise standards from the Riverside County Noise Ordinance would be applicable to the project:

Section 2 – Exemptions

Sound emanating from the following sources is exempt from the provisions of this ordinance:

H. Private construction projects located one-quarter of a mile or more from an inhabited dwelling;

I. Private construction projects located within one-quarter of a mile from an inhabited dwelling, provided that:

1. Construction does not occur between the hours of six p.m. and six a.m. during the months of June through September, and

2. Construction does not occur between the hours of six p.m. and seven a.m. during the months of October through May;

Section 7 – Exceptions

Exceptions may be requested from the standards set forth in Sections 4 or 6 of this ordinance and may be characterized as construction-related, single-event or continuous-events exceptions.

A. Application and Processing.

1. Construction-Related Exceptions. An application for a construction-related exception shall be made to and considered by the Director of Building and Safety on forms provided by the Building and Safety Department and shall be accompanied by the appropriate filing fee. No public hearing is required.

B. Requirements for Approval. The appropriate decision making body or officer shall not approve an exception application unless the applicant demonstrates that the activities described in the application would not be detrimental to the health, safety or general welfare of the community. In determining whether activities are detrimental to the health, safety or general welfare of the community, the appropriate decision making body or officer shall consider such factors as the proposed duration of the activities and their location in relation to sensitive receptors. If an exception application is approved, reasonable conditions may be imposed to minimize the public detriment, including, but not limited to, restrictions on sound level, sound duration and operating hours.

C. Appeals. The director of building and safety's decision on an application for a construction-related exception is considered final. The planning director's decision on an application for a single-event exception is considered final. After making a decision on an application for a continuous-events exception, the appropriate decisionmaking body or officer shall mail notice of the decision to the applicant. Within ten (10) calendar days after the mailing of such notice, the applicant or an interested person may appeal the decision to the board of supervisors. Upon receipt of an appeal and payment of the appropriate appeal fee, the clerk of the board shall set the matter for hearing not less than five days nor more than thirty (30) days thereafter and shall give written notice of the hearing in the same manner as notice of the hearing was given by the appropriate hearing officer or body. The board of supervisors shall render its decision within thirty (30) days after the appeal hearing is closed.

CITY OF CORONA

General Plan

The Corona General Plan *Noise Element* identifies noise-sensitive land uses and noise sources, defines areas of noise impact, and establishes goals, policies, and programs to ensure that the City of Corona residents are protected from excessive noise. The applicable noise goals and targets obtained from the Corona General Plan are as follows:

- Goal 11.5: Prevent and mitigate the adverse impacts of excessive ambient noise exposure on residents, employees, visitors, and "noise-sensitive "land uses within the City of Corona.

- Policy 11.5.6: Require construction activities that occur in close proximity to existing "noise sensitive" uses, including schools, libraries, health care facilities, and residential uses to limit the hours and days of operation in accordance with City Noise Ordinance.

- Goal 11.6: Provide sufficient information concerning community noise levels to ensure that noise can be objectively considered and incorporated into land use planning.

- Policy 11.6.3: Incorporate noise considerations into land use planning decisions in order to prevent future noise and land use incompatibilities. Considerations may include, but not necessarily be limited to standards that specify acceptable noise limits for various land uses, noise reduction features, acoustical design in new construction, and enforcement of the State of California Uniform Building Code provision's for indoor and outdoor noise levels.

Municipal Code

Although the City of Corona noise standards are contained within the Corona General Plan, the Corona Municipal Code includes several references to noise control. The following sections of the Corona Municipal Code *Noise Ordinance* (Corona Noise Ordinance) are applicable to the proposed project.

17.84.040, Noise

(D) Special Provisions

(2) Construction noise. *Construction noise is prohibited between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m. on Sundays and federal holidays. Construction noise is defined as noise which is disturbing, excessive or offensive and constitutes a nuisance involving discomfort or annoyance to persons of normal sensitivity residing in the area, which is generated by the use of any tools, machinery, or equipment used in connection with construction operations.*

(E) Exemptions. The following activities shall be exempt from these noise standards:

(7) Noise variances granted pursuant to subsection (H)(1) below;

(H) Noise variance.

(1) The owner or operator of a noise or vibration source which violates any of the provisions of this chapter may file an application with the Community Development Department for a variance from the provisions thereof wherein said owner or operator shall set forth all actions taken to comply with the provisions, the reasons why immediate compliance cannot be achieved, a proposed

method of achieving compliance and a proposed time schedule for its accomplishment. The application shall be accompanied by a fee as determined by City Council resolution. A separate application shall be filed for each noise source; provided, however, that several fixed sources on a single property may be combined into one application. An application for a variance shall remain subject to prosecution under the terms of this chapter until a variance is granted.

(2) The Board of Zoning Adjustment shall evaluate all applications for variance from the requirements of this chapter and may grant the variances with respect to time for compliance, subject to such terms, conditions and requirements as it may deem reasonable to achieve maximum compliance with the provisions of this chapter. The terms, conditions and requirements may include, but shall not be limited to, limitations on noise levels and operating hours. Each such variance shall set forth in detail the approved method of achieving maximum compliance and a time schedule for its accomplishment. In its determinations, the Board shall consider the following:

(E) The magnitude of the nuisance caused by the offensive noise;

(F) The uses of property within the area of impingement by the noise;

(G) The time factors related to study, design, financing and construction of remedial work;

(H) The economic factors related to age and useful life of the equipment;

(I) The general public interest, welfare and safety.

(3) Any variance granted by the Board shall be by resolution and shall be transmitted to the Code Enforcement Officer for enforcement. Any violation of the terms of the variance shall be unlawful and enforced pursuant to division (I) of this section.

17.84.050, Vibration

It shall be unlawful for any person to create, maintain, or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. For the purposes of this section, the perception threshold shall be presumed to be more than 0.05 inches per second RMS vertical velocity.

EXISTING STATIONARY SOURCES

The project area is primarily comprised of the Green River Golf Club (golf course). The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence or short-term or long-term continuous noise.

EXISTING MOBILE SOURCES

The majority of the existing noise in the project area is generated from vehicle sources along California State Route 91 (SR-91) and the Burlington Northern Santa Fe (BNSF) rail line.

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?

Less Than Significant Impact. It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions.

SHORT-TERM CONSTRUCTION IMPACTS

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would occur over approximately 19 months. Construction activities would include grading, trail and bridge construction, and paving. Groundborne noise and other types of construction-related noise impacts typically occur during the grading phase of the project. This phase of construction has the potential to create the highest levels of noise; however, it is generally the shortest of all construction phases. Operating cycles for typical construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

The sensitive receptors and majority of the project construction would occur in the City of Corona. Construction of the SART-Phase 6 alignment between SART-Phase 5 and SART-Phase 3 would occur in Riverside County. The Riverside County Noise Ordinance and Corona Noise Ordinance have established allowable hours of construction. Sensitive receptors closest to the project site are associated with a single-family residential development located east of the project site. The closest sensitive receptor to the project site is approximately 510 feet to the east of the project grading limits. These sensitive uses may be exposed to elevated noise levels during project construction. It should be noted that the construction staging area would be located adjacent to the south of the residential development. However, the staging area would primarily be used as a parking lot that is similar to the existing use, and no construction activities would occur in this area. Therefore, it would not cause any construction noise impacts.

The maximum sound level (L_{max}) construction noise levels from the typical construction equipment would vary from 57 dBA to 65 dBA at a distance of 510 feet.[3] Therefore, construction noise levels would not exceed the NIOSH 85 dBA L_{eq} significance threshold during temporary project construction activities. Further, construction activities would occur within the Riverside County Noise Ordinance and Corona Noise Ordinance established allowable hours of construction. Per the Riverside Noise Ordinance, construction activities would be limited to the hours of 6:00 a.m. to 6:00 p.m. during the months of June through September, and limited to the hours of 7:00 a.m. to 6:00 p.m. during the months of October through May. Per the Corona Noise Ordinance, construction activities would be limited to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday, and 10:00 a.m. to 6:00 p.m. on Sundays and Federal holidays.

Construction during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Construction would occur throughout the project site and would not be concentrated or confined in the area near sensitive receptors (510 feet). It should be noted that the noise levels described above are maximum noise levels, which would occur sporadically when construction equipment is operated in proximity to sensitive receptors. In addition, the project site and sensitive receptors are near the SR-91 and the BNSF railway; two large sources of background noise. Given the sporadic and variable nature of proposed project construction, compliance with the allowable hours of construction specified in the Riverside County Noise Ordinance and Corona Noise

[3] Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

Ordinance, and modeled construction noise levels not in exceedance of the NIOSH 85 dBA L_{eq} significant threshold, the short-term construction noise impacts would be less than significant. Additionally, to further reduce the potential for noise impacts, best management practices (BMPs) to further reduce noise levels during construction would be implemented. These BMPs would include making sure that all construction equipment, fixed or mobile, are equipped with properly operating and maintained mufflers and other State-required noise attenuation devices. With the implementation of the BMPs and adherence to the City of Corona/Riverside County limitation on the allowable hours of construction, short-term noise impacts would be less than significant.

Nighttime Construction Impacts

The project includes construction of a 20-foot wide pedestrian/equestrian bridge or vehicular bridge over the BNSF railroad tracks to minimize BNSF operation; refer to Section 2.0, *Project Description*. The construction of this bridge may require up to four nights of nighttime construction activity, which would fall outside of the allowable construction hours listed in the Riverside County Noise Ordinance and Corona Noise Ordinance. The nearest sensitive receptor to the bridge location would be approximately 2,050 feet to the east. At this distance, the highest anticipated exterior construction noise level would be 53 dBA L_{max}. It is noted that construction noise are instantaneous noise levels measured in L_{max} and are generally lower than noise standards in the CNEL scale as identified in Table 4.13-1, which are averaged over time. Therefore, the 53 dBA L_{max} noise level would not exceed the 60 dBA CNEL normally acceptable noise standard for residential uses. Furthermore, as this construction would occur at night, it is assumed that this sensitive receptor would be indoors. As such, this noise level would be approximately 20 dBA lower.[4] Therefore, the short-term construction noise level, that could occur for up to four nights, would be 33 dBA L_{max} at the nearest sensitive receptor. In addition, the project site and sensitive receptors are near the SR-91 and the BNSF railway; two large sources of background noise that would mask the nighttime construction noise of 33 dBA L_{max}. Additionally, per Condition of Approval NOI-1, the project would apply for a variance prior to the nighttime construction in compliance with the Riverside County Noise Ordinance and the Corona Noise Ordinance. Per the Corona Noise Ordinance Section 17.84.040.E(7), approval of a variance would exempt the activity from the noise standards and allow for nighttime construction to occur. Thus, a less than significant impact would occur.

LONG-TERM OPERATIONAL IMPACTS

Mobile Noise Impacts

The proposed project would provide a gap closure in the SART system, linking trails and communities across Riverside County, consistent with the Riverside County General Plan *Circulation Element*. The proposed project would not result in off-site mobile noise impacts, since it is not considered a substantial trip generating land use project and the traffic would not substantially increase with implementation of the project. In addition, the project is anticipated to result in beneficial long-term noise effects, as it would result in improved connectivity in the project area for alternative modes of nonmotorized transportation. Although the project may result in a nominal number of trips associated with District vehicles for maintenance and inspection purposes, the impact of these trips would be negligible. Thus, impacts in this regard would be less than significant.

Stationary Noise Impacts

The proposed project would not generate any stationary source noise impacts. Therefore, no impacts would occur in this regard.

4 Assuming a 20-dBA outdoor-indoor noise attenuation rate per the U.S. Department of Housing and Urban Development, The Noise Guidebook, page 14, March 2009.

Condition of Approval:

NOI-1 Prior to the commencement of construction, the Riverside County Regional Park and Open-Space District (District) shall ensure that the project complies with the following requirements. The District shall ensure that these provisions are included in construction specifications prior to final approval of construction documents.

- Construction activities shall not take place outside of the allowable hours specified by the City of Corona *Municipal Code* Section 17.84.040(D)(2) (7:00 a.m. and 8:00 p.m. Monday through Friday, and 10:00 a.m. to 6:00 p.m. on Sundays and Federal holidays) or outside the allowable hours specified by County of Riverside Noise Ordinance No. 847 (6:00 a.m. to 6:00 p.m. during the months of June through September, and 7:00 a.m. to 6:00 p.m. during the months of October through May), unless a noise variance is issued by the City of Corona per *Municipal Code* Section 17.84.040(H) or a construction-related exception is issued by the County of Riverside per Noise Ordinance No. 847.

Mitigation Measures: No mitigation is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activities could generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in Table 4.13-2, *Typical Vibration Levels for Construction Equipment*.

Groundborne vibration decreases rapidly with distance. The proposed project would not require pile driving. As indicated in Table 4.13-2, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.210 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. The nearest structure to the proposed construction area would be the Green River Golf Club, approximately 130 feet to the south. As noted in Table 4.13-2, vibration at 130 feet would range from 0.0003 to 0.0177 PPV. Construction activities would occur approximately 130 feet or more from the nearest structures. Therefore, vibration from construction activities experienced at the nearest adjacent building would be below the 0.20 inch-per-second PPV significance threshold. Thus, a less than significant impact would occur in this regard.

Table 4.13-2
Typical Vibration Levels for Construction Equipment

EQUIPMENT	Approximate peak particle velocity at 25 feet (inches/second)[1]	Approximate peak particle velocity at 130 feet (inches/second)[2]
Large bulldozer	0.089	0.0075
Loaded trucks	0.076	0.0064
Small bulldozer	0.003	0.0003
Jackhammer	0.035	0.0030
Vibratory compactor/roller	0.210	0.0177

Notes:
1. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, September 2018. Table 7-4.
2. Calculated using the following formula:
$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in in/sec from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver

Mitigation Measures: No mitigation is required.

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

No Impact. The nearest airport to the project site is the Corona Municipal Airport, located approximately 2.3 miles to the northeast of the project site. The project involves construction of a recreational parkway and dual-track Class I multi-use path/natural surface trail and does not include occupied structures. Therefore, implementation of the proposed project would not result in a safety hazard for people residing or working in that area. Additionally, based on Exhibit CO-6 of the *Riverside County Airport Land Use Compatibility Plan West County Airports Background Data*, dated 2004, the project site is located outside of the Airport Land Use Compatibility planning area. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4.14 POPULATION AND HOUSING

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

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)?

Less Than Significant Impact. The project proposes a new segment of a planned recreational trail through the Green River Golf Club. The project would not result in the construction of new habitable structures or any other land uses which could directly induce population growth in the area. During the construction phase of the project, new temporary construction jobs would be created. However, given the temporary nature of the construction process and limited duration of construction, it is not anticipated that construction employees would relocate to the project area. Additionally, during project operations, routine maintenance of the trail would be required; any new employment created by maintenance activities is expected to be nominal based on the scope and nature of the trail project. As such, less than significant impacts pertaining to growth would occur.

Mitigation Measures: No mitigation is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. No housing would be affected by the proposed project. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?				✓
2) Police protection?				✓
3) Schools?				✓
4) Parks?				✓
5) Other public facilities?				✓

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

1) Fire protection?

No Impact. The proposed project site occurs within a number of different jurisdictions, and fire protection is provided by the Riverside County Fire Department, the Corona Fire Department, and the Chino Valley Independent Fire District. The nearest station to the project site is Corona Fire Station #5, located at 1200 Canyon Crest in Corona, approximately 1.7 miles from the northeastern boundary of the project site. As a new passive recreational trail alignment through Green River Golf Club, the proposed project would not substantially increase the need for fire protection services. No habitable structures or other land uses capable of substantially increasing the need for fire protection services are proposed. As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

2) Police protection?

No Impact. The proposed project site occurs within a number of different jurisdictions, and the police protection services would be provided by the Riverside County Sheriff's Department, the Corona Police Department, and the Chino Hills Police Department (contracted with the San Bernardino County Sheriff's Department). Of these agencies, the nearest station to the project site is the Corona Police Department, located at 730 Public Safety Way in Corona, approximately 5.1 miles from the northeastern boundary of the project site. As a new trail alignment, the proposed project would not substantially increase the need for police protection services. The project does not propose new habitable structures or other land uses capable of substantially increasing the need for police protection services. Therefore, no impacts related to police protection or service would occur with implementation of the proposed project.

Mitigation Measures: No mitigation is required.

3) Schools?

No Impact. The majority of the project site is located within the service area of the Corona-Norco Unified School District.[1] Implementation of the proposed project would not result in the need for the construction of additional school facilities, as the project would not result in an increase in the student population. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4) Parks?

No Impact. As a new recreational trail alignment, the project would not generate the need for new or physically altered park facilities. Rather, the proposed project itself would consist of a new recreational facility that would improve recreational opportunities for bicyclists, equestrians, and pedestrians in the project area. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

5) Other public facilities?

No Impact. As discussed above in Responses 4.15(a)(1) through 4.15(a)(4), the proposed project would not result in impacts on public services or facilities. No other public facilities are anticipated to be affected by the project. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

[1] Corona-Norco Unified School District, Elementary School Boundaries, https://www.cnusd.k12.ca.us/UserFiles/Servers/Server_211876/File/Our%20Departments/Facilities/ES%20Boundaries.pdf, dated May 2017.

4.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact 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?			✓	
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?			✓	

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

Less Than Significant Impact. The project proposes the construction of a new trail alignment (SART-Phase 6), which is proposed as part of the larger 110-mile SART system. As a recreational trail facility, the project would not result in direct or indirect population growth that would result in increased use of recreational facilities in the project area. Although the project would introduce new trail users to the area, it would not increase the use of existing neighborhood parks, regional parks, or other recreational facilities, including the Green River Golf Club, such that substantial physical deterioration of the facility would occur or be accelerated. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The project would consist of trail improvements that would be a component of the SART system; thus, the project itself is a recreational facility. As set forth throughout this Initial Study, the proposed project would not result in significant environmental impacts with incorporation of mitigation and minimization measures. Thus, the project would not include recreational facilities nor require construction or expansion of recreational facilities that would have an adverse physical effect on the environment.

As a recreational trail facility, the project would result in beneficial impacts in regard to recreational opportunities and connectivity in the region. As noted above in Response 4.16(a), the proposed project would not increase the use of existing neighborhood parks, regional parks, or other recreational facilities. However, the project would result in both permanent and temporary impacts to the existing Green River Golf Club. These impacts would affect parking and playing areas of the golf course, potentially affecting recreational opportunities for golfers. Impacts to the golf course facility would include the following:

- **Green River Golf Club Parking Lot:** As part of the project, a bridge would be constructed for vehicular access crossing the BNSF railroad tracks in the area of the golf course parking lot near the driving range; refer to Exhibit 2-4a, *Conceptual Plan – Sheet 1*. A roadway ramp would be required to connect the BNSF bridge down to the existing golf course parking lot for golf course maintenance vehicles. This new bridge would provide necessary maintenance access to the golf course itself and to the maintenance yard, which is north of the railroad tracks. A vertical retaining wall would be constructed on both the parking lot and driving

range sides of the ramp to minimize impacts to golf course and driving range operations. There would be a graded slope along the northern edge of the driving range to support the trail connection to the Santa Ana River Parkway Extension trail at the Orange County/Riverside County border. Approximately 38 parking stalls would be impacted to accommodate the proposed ramp; the estimated construction timeframe at the golf course parking lot is six to nine months. After construction, the parking lot would be reconfigured immediately surrounding the clubhouse to regain as many parking spots as feasible (it is anticipated that reconfiguration would recover approximately 12-13 parking spots after construction). Thus, the project would result in a permanent loss of approximately 25-26 parking spaces. With over 300 existing parking stalls in the golf course parking lot, it is not anticipated that golf course or special event operations would be substantially affected by the proposed project.

- **Green River Golf Club Driving Range:** The proposed trail would run parallel along the northern edge of the driving range, but outside of the active range facility. Existing trees along this stretch of the proposed trail may be removed due to the proposed alignment and grade; refer to Responses 4.1(a) and (b) and 4.4(e) for analysis regarding tree removal. Existing fencing along the northeasterly boundary of the driving range would also be relocated to accommodate the trail alignment and grade. Additionally, during construction, two tee boxes located at the driving range would be shifted. Although the new trail would require minor improvements to the driving range, construction activity associated with project implementation would not substantially interfere with current operations of the driving range facility. The relocation of the driving range fencing and shift of two tee boxes would allow for continued access and area of play for patrons at the driving range. The proposed construction work adjacent to driving range facility would occur approximately four to six months in duration; however, no full or partial closure of the driving range would occur during construction. As such, impacts to the driving range would be less than significant.

- **Green River Golf Club Hole No. 4:** The proposed trail would descend to grade in the area north of the BSNF railroad tracks. Trail construction and grading for the proposed trail would require adjustment of the tee area associated with Hole No. 4; refer to Exhibit 2-4a. There are currently 2 tee boxes associated with Hole No. 4, providing varying yardages to hit towards the green to the east. The tee box furthest west (furthest from the green) would require relocation further east (closer to the green) during the construction process. Once construction is completed, the tee box would be brought back to its original location, or as close as feasible. Estimated construction work proposed near Hole No. 4 would occur for approximately 1 month. Following construction of the trail alignment, estimated construction time to reconfigure the tee box is anticipated to be less than one week. Thus, temporary and permanent impacts to Hole No. 4 would be less than significant.

The District has consulted with Green River Golf Club staff regarding anticipated impacts to the golf course during both short-term construction and long-term operations of the project. Topics of concern included impacts to existing golf course parking lots, golf course driving range/playing areas, and construction staging areas during construction; and installation of fending to protect trail users from errant golf balls. These concerns have been addressed and accommodated by the proposed project, and the associated environmental effects have been analyzed within this Initial Study. The District will continue to coordinate with golf course staff through final design and construction of the project.

In addition, during the short-term construction process, access to the existing Chino Hills State Park trails (SART-Phase 5, Aliso Canyon Trail, and Scully Ridge Trail) from the maintenance road No. 1 would be temporarily impacted to allow for the placement and operation of construction equipment and personnel. However, Aliso Canyon Trail would remain open to the public via the existing trailhead located near Rolling M Ranch. Scully Ridge Trail would also remain open to the public via access from Aliso Canyon Trail via Bobcat Ridge Trail. However, due to the proposed construction vehicle access off SR-71 and associated potential hazards to the public due to vehicular activity, access to SART-Phase 5 would be temporarily closed during project construction. To minimize temporary impacts to the existing Aliso Canyon Trail, Scully Ridge Trail, and SART-Phase 5, Minimization Measure REC-1 would be implemented. This minimization measure would require public notice be posted at trailheads and online (for example,

on the Chino Hills State Park website). The notices would disclose the temporary access restrictions and inform trail users of alternative means to access the trails (Aliso Canyon Trail and Scully Ridge Trail) and/or provide a map of other trails that may be accessed within the project vicinity while the SART-Phase 5 is temporarily closed.

On a long-term operational basis, the project would construct a segment of the regional SART trail that would provide improved public access to these trailheads and connect the future Santa Ana River Parkway Extension, existing SART-Phase 5 and future SART-Phase 3. Accordingly, the project would result in beneficial impacts in relation to recreational facilities over the long term. As such, with implementation of Minimization Measure REC-1, impacts in this regard would be less than significant.

Minimization Measures:

REC-1 Prior to and during project construction, the Riverside County Regional Park and Open-Space District shall ensure public notice is posted at trailheads and online (for example, on the Chino Hills State Park website) related to temporary access restrictions at Aliso Canyon Trail and Scully Ridge Trail, and temporary closure of SART-Phase 5. The access restriction and trail closure notifications shall provide trail users with information related to alternative means to access the trails (Aliso Canyon Trail and Scully Ridge Trail) and/or provide a map of other trails that may be accessed within the project vicinity while SART-Phase 5 is temporarily closed.

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4.17 TRANSPORTATION/TRAFFIC

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

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. The proposed project would not conflict with a plan, ordinance, or policy addressing the circulation system. Rather, the project would result in beneficial impacts in this regard, since it would complete a planned segment of the Santa Ana River Trail (SART). Completion of this segment would enhance recreational opportunities, mobility, and connectivity within the project area. The proposed project has been accounted for within the Riverside County General Plan and Corona General Plan as a regional trail extending across multiple jurisdictions. The project would be designed in accordance with the District's Trail Development Standards to ensure that key elements for the functionality and development of SART-Phase 6 are consistent with the District's vision for SART as a regional facility. In addition, the propose project would be consistent with the goals and guidelines outlined within the CHSP General Plan. Specifically, project's compliance with the goals outlined in the CHSP General Plan *Visitor Use and Development* through establishing links to regional trail systems (SART) would result in a beneficial impact in this regard. Thus, the proposed project would not conflict with an existing plan, ordinance or policy addressing the circulation system, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The project would not conflict or be inconsistent with CEQA Guidelines section 15064.3(b). The project involves implementation of a multi-purpose trail facility and would not include new development or facilities that would generate substantial vehicle miles traveled (VMT). Over the long-term, the project would have the potential to generate negligible VMT due to periodic trips for District vehicles to inspect or maintain this segment of the trail. However, any new trips by District vehicles would be periodic and occasional, and many are already occurring today as a result of the existing SART-Phase 3. Thus, impacts in regard to long-term operations would be less than significant.

Short-term construction traffic and associated VMT would be minimal, and would primarily include limited commutes for project personnel and limited transport of construction equipment and supplies to and from the project site. Construction access to the site would be provided from State Route 71 (SR-71) and limited access from the golf course parking lot. Due to the limited scope and duration of construction, it is not expected that significant impacts related to

VMT would occur. All local roadways surrounding the project site would remain open at all times. As such, impacts in regard to short-term construction would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The project would not increase hazards due to geometric design features or incompatible uses. The project would complete a planned segment of the SART that would be designed in accordance with the District's Trail Development Standards to ensure safety and functionality. As noted in Section 4.7, *Geology and Soils*, the project would also be designed consistent with the California Building Code, and Title 15, Building and Construction, of the Riverside County Municipal Code to further minimize any risk of upset associated with project design.

In several locations under the proposed project, a potential hazard could occur where vehicles, golf carts, and/or recreational trail users could potentially interact. This situation is possible at the following locations:

- Under the vehicular bridge option over the Burlington North Santa Fe (BNSF) alignment, paths of travel could be shared by vehicles and trail users;

- The proposed trail would be shared with golf course maintenance vehicles and trail users along the existing maintenance road No. 1;

In any situation where this situation occurs, the project would include signage warning all users of potential hazards and points of conflict, and all golf course and District maintenance vehicles would adhere to a speed limit as required to ensure safety for recreational trail users. Thus, impacts in this regard would be less than significant.

It should also be noted that the existing at-grade BNSF crossing utilized by the golf course (immediately north of the golf course clubhouse and parking lot) would be eliminated, since a new overpass would be constructed. This would represent a beneficial impact as compared to existing conditions, since this potential point of conflict would be eliminated.

Mitigation Measures: No mitigation is required.

d) Result in inadequate emergency access?

No Impact. As discussed in Response 4.9(f), according to the *Riverside County Emergency Operations Plan* (EOP), Riverside County is currently using the Standardized Emergency Management System (SEMS) for emergency response, where depending on the type of incident, several different agencies and disciplines may be called upon to assist with emergency response. Agencies and disciplines that can be expected to be part of an emergency response team include medical, health, fire and rescue, police, public works, and the coroner. The proposed project would not result in inadequate emergency access, and all local roadways in the site vicinity would remain open during and after construction. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4.18 TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) 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				✓
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called tribal cultural resources. Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

In compliance with AB 52, and as the CEQA implementing agency, the Riverside County Transportation Commission (RCTC) distributed letters to tribes, based on a tribal consultation list provided by the Native American Heritage Commission (NAHC) dated June 18, 2019. The letters provided a description of the project and notified each tribe of the opportunity to consult with RCTC regarding the proposed project. The tribes had 30 days to respond to RCTC's request for consultation. During this time, six tribes responded to the request for opportunity to consult for the proposed project: Rincon Band of Luiseno Indians (Rincon), Agua Caliente Band of Cahuilla Indians (Agua Caliente), Augustine Band of Cahuilla Indians (Augustine), Gabrieleno Band of Mission Indians (Gabrieleno), Pechanga Band of Luiseno Mission Indians (Pechanga), and Soboba Band of Luiseno Indians (Soboba). The Rincon and Agua Caliente tribes indicated that the project site was outside of their territory and did not request consultation. The Augustine Tribe indicated that they were unaware of known cultural resources on-site; however, in the event cultural resources are discovered, the tribe would like to be notified; the Augustine Tribe did not request consultation. The Gabrieleno, Pechanga, and Soboba tribes requested consultation under AB 52.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.

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

1) 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. The Cultural Resources Assessment prepared for the project by Applied EarthWorks, dated October 2019 (refer to Appendix C, Cultural and Paleontological Resources Assessment), included a field survey and a search of archaeological and historical records at the South Central Coast Information Center (SCCIC) of the California Historical Resources Inventory System (CHRIS). The record search covered the project site and a one-mile radius from the project boundaries. The record search included no evidence of any prehistoric or any significant historical archaeological resources within or adjacent to the project boundaries. The record search indicates a total of 70 cultural resources investigations have been completed previously within a one-mile radius of the project site. Of these 70 studies, 11 studies were conducted within the project site. Other sources consulted include the National Register of Historic Places (NRHP), the Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility File, the OHP Directory of Properties in the Historic Property Data File, and the City's Historic Landmark List.

Three prehistoric sites, two historic archaeological sites, and four built-environment resources were previously recorded cultural resources within the project area. Based on the intensive-level pedestrian survey conducted by Applied EarthWorks on July 17, 2019 and September 20, 2019 for the project, no new archaeological resources were identified during the field survey. Thus, no known historical resource is 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). No impacts would result in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. As discussed in Response 4.18(a)(1), above, based on the Cultural Resources Assessment, no tribal cultural resources that meet the criteria under the AB 52 have been identified within the project area. However, during the tribal consultation process, the Soboba Tribe's representatives stated that the Santa Ana River was a primary resource for the Tribe as the Santa Ana River was used as a traditional trail and route from what is now the I-15 to Temescal Canyon, Norco, southern Portion of Eastvale to the west of the Chino Hills State Park. Additionally, the Santa Ana River was used as a marker for traditional areas for three main tribes: Luiseno, Gabrielino and Cahuilla and to lesser extent to the fourth tribe, the Juaneño. The Tribe indicated that during monitoring activities associated with other projects near the Santa Ana River, numerous tribes have discovered previously unknown isolated cultural artifacts. As such, the Tribe requested monitoring be conducted by a Tribal representative during construction activities associated with the project to reduce potential impacts to previously unknown cultural resources.

Through consultation, the Pechanga tribe informed RCTC of the project's proximity to several recorded cultural resource sites within a mile of the project study area and additionally that the project is located within a known Tribal place-name. The Tribe identified the potential for finding subsurface prehistoric cultural resources during ground disturbing activities associated with the project and the known resources in the vicinity. Mitigation measures were updated to accommodate the tribe's concerns.

Through consultation with the Gabrieleno representatives, the tribe indicated to RCTC that Gabrieleno has an ancestral connection to the project area, provided copies of maps and other tribal material, shared stories of the significance of the site, and requested additional information including the construction mitigation proposed for the project. Mitigation measures were updated to accommodate the tribe's concerns.

RCTC has completed the consultation process for the proposed project as required under AB 52 and no tribal cultural resources have been identified within the project area. Thus, the proposed project would not have a significant impact to a known tribal cultural resource, as defined in PRC Section 21074.

In the event that previously unknown tribal cultural resources are encountered during earth disturbing activities, the Gabrieleno, Pechanga, and Soboba tribes requested the inclusion of Mitigation Measures CUL-1 through CUL-6. Mitigation Measure CUL-1 describes archaeological monitoring requirements and construction sensitivity training that would be required. Additionally, in the event that unknown archaeological resources are encountered during earth disturbing activities, all work would be required to be halted in the vicinity of the find (a minimum of a 100-foot radius) until the resources can be properly evaluated by a qualified archaeologist, in consultation with the tribal monitor(s), and proper mitigation has been determined (Mitigation Measure CUL-2). The District would enter into an agreement with the consulting tribe(s) for a Native American monitor (Mitigation Measure CUL-3). The archaeologist would be required to prepare and complete a standard mitigation program for the salvage and curation and/or reburial of identified resources (Mitigation Measure CUL-4). Upon completion of ground disturbing activities, a Phase IV Cultural Resources Monitoring Report shall be prepared, consistent with the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scope of Work (Mitigation Measure CUL-5). If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains (Mitigation Measure CUL-6). Upon implementation of Mitigation Measures CUL-1 through CUL-6, potential impacts to unknown tribal cultural resources that may underlie the project site would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measures CUL-1 through CUL-6 within Section 4.5, *Cultural Resources*.

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4.19 UTILITIES AND SERVICE SYSTEMS

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

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

Less Than Significant Impact. The proposed project would construct a Class I multi-use path/natural surface trail. The project does not propose any new land uses that would result in the relocation or construction of new or expanded water, wastewater treatment, or natural gas facilities. Three to five electrical utility poles located near the proposed BNSF overcrossing would be relocated within the project area, but would not include an increase in capacity. Other utilities such as telecommunications are currently provided on-site. These utilities may need to be relocated during project construction, but continuous service would be maintained at all times. Refer to Response 4.10(c) for impacts relating to stormwater drainage. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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 project proposes a recreational trail facility, and would not introduce a new land use that would result in water consumption during long-term operations. Although a nominal amount of water consumption may occur during construction (e.g., for dust control), these activities would be temporary in nature and would cease upon the completion of the construction phase. Thus, impacts would be less than significant.

Mitigation Measures: No mitigation is 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. As a recreational trail facility, the project would not result in the generation of any wastewater. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is 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. Solid waste and recycling services for the City of Chino Hills are contracted to and collected by Republic Services, with waste delivered to San Timoteo Canyon Sanitary Landfill in Redlands, California. San Timoteo Canyon Sanitary Landfill has a permitted daily capacity of 2,000 tons, and a remaining estimated capacity of 22,685,785 cubic yards.[1] Waste Management provides solid waste and recycling services to the area of the project within Riverside County, with waste brought to El Sobrante Landfill in the City of Corona. El Sobrante Landfill has a permitted daily capacity of 16,054 tons, and remaining estimated capacity of 14,977,170 cubic yards.[2]

During short-term construction, the project may require the disposal of debris during the grading/excavation process (soil, asphalt, etc.) that would require disposal at local/regional landfills. The generation of these materials would be short-term in nature, and would not have the capability to substantially affect the capacity of regional landfills.

As a recreational trail facility, the project would not implement any new land uses or development that would be capable of generating solid waste during long term operations. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The proposed project would comply with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act, Mandatory Commercial Recycling Law, and any other local/regional standards. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

[1] CalRecycle. August 26, 2019. *SWIS Facility Detail: San Timoteo Sanitary Landfill (36-AA-0087).* Available at: https://www2.calrecycle.ca.gov/SWFacilities/Directory/36-AA-0087/Detail/. Accessed on November 20, 2019.

[2] CalRecycle. November 21, 2018. *SWIS Facility Detail: El Sobrante Sanitary Landfill (33-AA-0217).* Available at: https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217. Accessed on November 20, 2019.

4.20 WILDFIRE

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. Refer to Response 4.9(f). According to the *Riverside County Emergency Operations Plan* (EOP), Riverside County is currently using the Standardized Emergency Management System (SEMS) for emergency response, where depending on the type of incident, several different agencies and disciplines may be called upon to assist with emergency response. Agencies and disciplines that can be expected to be part of an emergency response team include medical, health, fire and rescue, police, public works, and the coroner. The proposed project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan, as the project consists of a multi-use path/natural surface trail. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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?

Less Than Significant Impact. According to the California Department of Forestry and Fire's *Fire Hazard Severity Zones in State Responsibility Area Map*, the project site is located within a moderate to high fire hazard severity zone, but not within a very high fire hazard severity zone in a Local Responsibility Area (LRA) or State Responsible Area (SRA).[1, 2, 3]

Although the project site is within a moderate severity zone, is near steep slopes, and is within an area that experiences seasonal dry weather along with the Santa Ana winds, the project does not include any new structures or facilities that would be subject to damage or risk from wildfires. However, trail users could be exposed to uncontrolled spread of a wildfire. To reduce the risk posed by wildland fires to trail users, the District and fire

[1] California Department of Forestry and Fire Protection, Western Riverside County Fire Hazard Severity Zones in SRA Map, adopted November 7, 2007, accessed September 26, 2019.
[2] California Department of Forestry and Fire Protection, Chino Hills Very High Fire Hazard Severity Zones in SRA Map, published October 29, 2019, accessed September 26, 2019.
[3] California Department of Forestry and Fire Protection, Corona Very High Fire Hazard Severity Zones in SRA Map, published December 21, 2009, accessed September 26, 2019.

departments serving the project site (the Riverside County Fire Department, Corona Fire Department, and Chino Valley Independent Fire District) would be required to develop a fire response plan to establish standard protocols regarding communication between the four agencies, as well as standard procedures regarding restricting trail access during times of high fire danger (Minimization and Avoidance Measure WF-1). Impacts in this regard would be less than significant. However, adherence to Minimization and Avoidance Measure WF-1 and existing fire standards would further reduce potential impacts in this regard.

Minimization and Avoidance Measure:

WF-1 The Riverside County Regional Park and Open-Space District (District) and fire departments serving the project site (the Riverside County Fire Department, Corona Fire Department, and Chino Valley Independent Fire District) shall develop a fire response plan to minimize wildfire hazards to trail users. This response plan shall include standard protocol regarding communication between the four agencies, as well as standard procedures regarding restricting trail access during times of high fire danger. This response plan shall be made available for review and shall be periodically revisited and revised, as deemed necessary.

During periods of high wildland fire danger, as determined by the District and the local fire departments, public access to the trail system will be restricted to certain uses, or, when deemed necessary, temporarily closed to all uses. The re-opening of trail access to any portion of the trail deemed susceptible to wildland fires shall be allowed only after the District and the local fire departments officials and/or their representatives deem the fire danger to have dissipated to acceptable levels and assessed the fire damage.

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. The project includes the construction of recreational trail facilities, and does not propose the construction of habitable structures, facilities, or infrastructure that could exacerbate fire risk. No impact would occur in this regard.

Mitigation Measures: No mitigation is 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?

Less Than Significant Impact. Refer to Responses 4.10(c)(1), 4.10(c)(2), and 4.20(b). Based on Responses 4.10(c)(1) and (2), project implementation would not result in an increased risk to people or structures as it relates to flooding or soil instability. Although the project site is within a moderate to high severity zone, near steep slopes, and within an area that experiences seasonal dry weather and Santa Ana winds, the project does not include any new habitable structures, facilities, or other uses that could exacerbate fire risk. With project implementation, the potential increased risk of flooding or slope instability from post-wildfire conditions would be similar to existing conditions. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact 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?		✓		
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)?		✓		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

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

Less Than Significant Impact With Mitigation Incorporated. As described within Section 4.4, *Biological Resources*, the project has a potential to result in impacts to a range of sensitive wildlife species and habitats. Impacts to the majority of species having the potential to occur within project boundaries are covered by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Impacts to sensitive species not covered by the MSHCP or occurring outside of Riverside County would be minimized through implementation of Mitigation Measures BIO-1 through BIO-13. Upon incorporation of these mitigation measures, the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

Further, as described within Section 4.5, *Cultural Resources* and Section 4.18, *Tribal Cultural Resources*, the project would not have the potential to eliminate important examples of the major periods of California history or prehistory. No historic-era resources eligible for the National Register of Historic Places or California Register of Historical Resources would be affected by the project, and Mitigation Measure CUL-1 through CUL-6 would minimize potential effects related to buried archaeological resources. Thus, impacts in this regard would be less than significant.

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)?

Less Than Significant Impact With Mitigation Incorporated. As noted in Section 2.4, *Project Background*, the proposed project is a component of the larger SART alignment intended to provide a continuous trail connection between the San Bernardino Mountains and the Pacific Ocean in Huntington Beach. The project would result in beneficial impacts in regard to recreational opportunities and mobility within the project area. The project would not result in substantial population growth within the area, either directly or indirectly. While other projects and development in the project area (including other phases of the SART alignment) are considered probable and foreseeable, environmental analysis for these projects would be conducted on a project-specific basis in accordance with CEQA. Although the project may incrementally affect other resources that were determined to be less than significant, the project's contribution to these effects is not considered "cumulatively considerable," in consideration of the relatively nominal impacts of the project and mitigation measures provided.

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

Less Than Significant Impact With Mitigation Incorporated. This Initial Study reviewed the proposed project's potential impacts related to aesthetics, air quality, geology and soils, greenhouse gases, hydrology/water quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in this Initial Study, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

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5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the District prepare a mitigated negative declaration for the Santa Ana River Trail (Phase 6) Through Green River Golf Club Project. We find that the proposed project could have a significant effect related to a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the District's determination (see Section 6.0, *Lead Agency Determination*).

October 8, 2021
Date

Alan Ashimine, Environmental Project Manager
Michael Baker International

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6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

The District finds that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. —

The District finds that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 4.0 have been added. A MITIGATED NEGATIVE DECLARATION will be prepared. ✓

The District finds that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. —

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

Signature

Erin Gettis
Printed Name

Riverside County Regional Park and Open-Space District
Agency

October 8, 2021
Date

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