Initial Study
Santa Ana River Trail
Riverside County, California

Prepared for:

Riverside County Regional Park and Open Space District
4600 Crestomore Road
Riverside, CA 92509
Contact: Marc Brewer
951.955.4310

Prepared by:

Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602
714.508.4100

Contact: Kenneth J. Lord

Michael Brandman Associates

December 2, 2011

The Appendices are located on the digital media accompanying this document.

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 10020
Project Case Type (s) and Number(s): Santa Ana River Trail
Lead Agency Name: Riverside County Regional Park and Open Space District
Address: 4600 Crestmore Road, Riverside, CA 92509
Contact Person: Marc Brewer,
Telephone Number**:** (951) 955-4310
Applicant's Name: Riverside County Regional Park and Open Space District
Applicant's Address: 4600 Crestmore Road, Riverside, CA 92509

I. PROJECT INFORMATION

A. Project Description:

Project Location
The proposed Corona-Norco-Eastvale segment of the Santa Ana River Trail (SART) stretches from just downstream of State Route (SR) 71 in the west to the Hidden Valley Wildlife Area in the east. The project area encompasses the Prado Dam and surrounding flood control basin, the Corona Municipal Airport, Orange County Water District (OCWD) conservation lands, and the residential communities of the Cities of Corona, Norco, and Eastvale. Major highways and roadways in the project area are SR-71 (Chino Valley Freeway), SR-91 (Riverside Freeway), Interstate (I) 15 (Corona/Temecula Valley Freeway), River Road, Corydon Avenue/Norco Drive, Hamner Avenue, and Arlington Avenue (Exhibit 1).

Project Description
The proposed Project consists of the Corona-Norco-Eastvale segment of the larger SART and Parkway project. The Corona-Norco-Eastvale project area was initially divided into 12 reaches to provide a point of reference for communication. Reach I starts at the western end of the project area (the downstream edge of the Prado Dam outflow channel just west of SR-71), with Reach XII encompassing the eastern-most section (extending to the border of the Hidden Valley Wildlife Area in the County of Riverside). The proposed reaches of the SART would be a dual-track trail (Exhibit 2a and Exhibit 2b).

A portion of Reach I, extending from the Orange County line to the downstream edge of the Prado Dam outflow channel, is being developed as a separate project by the County of Riverside in order to meet specific funding requirements.

Trail Characteristics
The proposed Project would contain several different trail types. Other than the No Action Alternative, each of the alternatives considered include the following types of trails and characteristics in varying degrees described as follows:

- **Soft Surface Trail**
  The soft surface trail would be approximately 10 feet wide, consisting of compacted dirt with decomposed granite or a similar permeable surface. Decomposed granite is permeable and easily repaired after flooding events. The soft surface trail is intended to be used by mountain bicyclists, equestrians, and pedestrians.

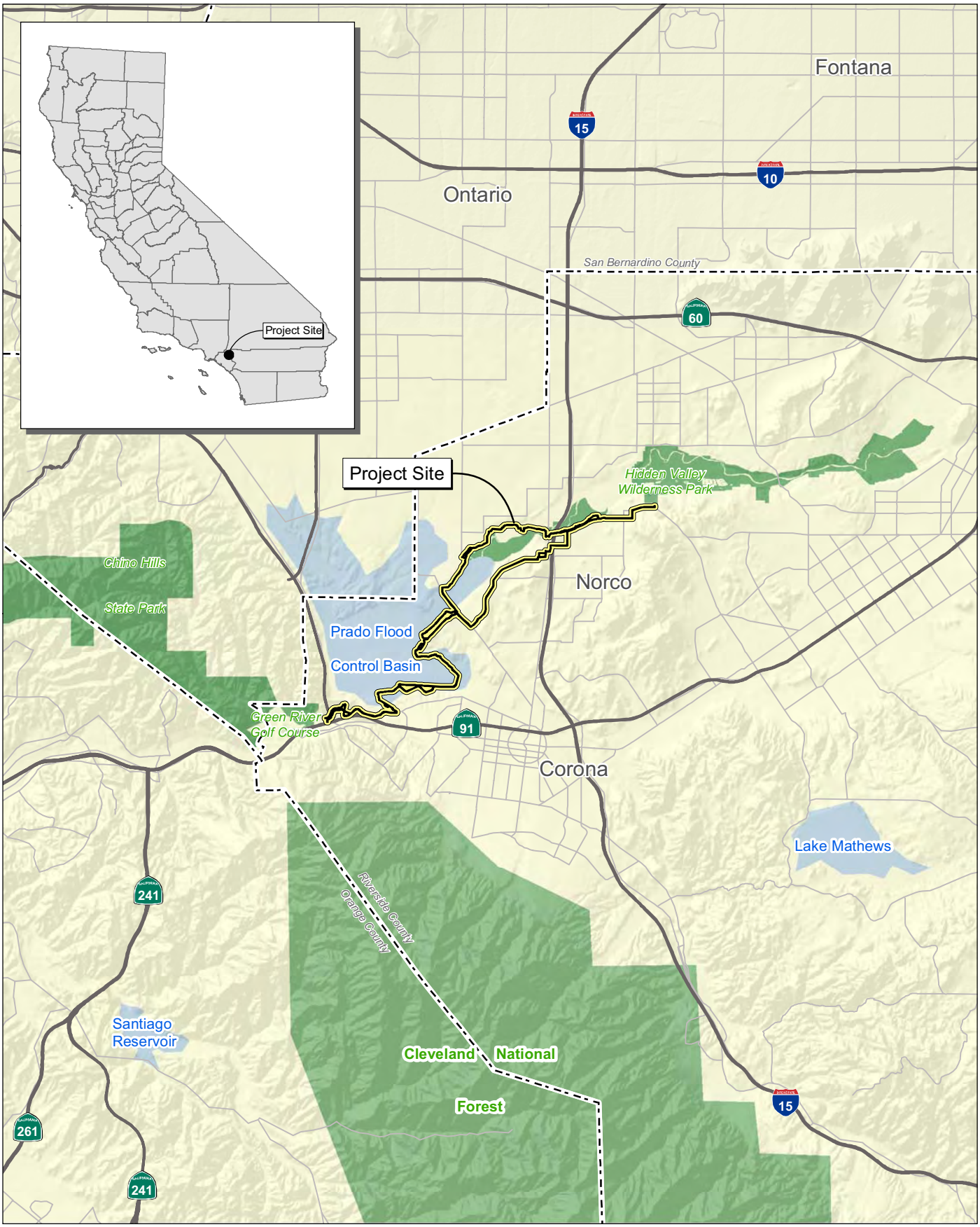
- **Paved Bike Trail**
  In general, the paved trail would be 12 to 14 feet wide, consisting of an 8 to 10 feet wide asphalt concrete pavement and a 2-foot unpaved shoulder on each side. It is intended to be used by bicyclists and pedestrians. There are three different paved bike trail classifications used in the project area, Class I, Class Ib and Class II:
  - Class I: The Class I bikeway would be a two-way trail striped down the middle and separated from the existing roadway by four or more feet. There would be dirt shoulders on each side of the paving. The Class I bikeways would meet Caltrans Standards.
  - Class Ib: The Class Ib bikeway is a modified Class I. Like the Class I bikeway, it would be a two-way trail, striped down the middle. However, instead of a four feet or more separation from the existing roadway, it would be directly adjacent to the road due to limited space. A barrier would provide separation from the roadway.
  - Class II: The Class II bikeway would consist of two, one-way bike lanes on each side of existing streets, proceeding in the same direction as traffic. The Class II bikeways would meet Caltrans Standards.
- Multi-Use Trail
  A multi-use trail would be shared by all users where space is limited, such as on bridges or narrow bluffs. Compared with either the paved or the soft surface trails, the multi-use trail would require an enlarged shoulder and an increased width to accommodate bicyclists, equestrians, and pedestrians. Multi-Use Trail segments would be approximately 16 feet wide and include a roughly 6-foot dirt shoulder.

Proposed Routes
The project team established alignment goals to guide the selection of the recommended and alternative alignments through the development of the 2011 Santa Ana River Trail Master Plan. The identified goals specified that the alignments should:

- Minimize environmental impacts.
- Technically feasible.
- Safe for users.
- Provides a direct, unimpeded route, between existing reaches of the SART.
- Affordable.
- Close to the river.
- Provides facilities for bicyclists, equestrians, and pedestrians.
- Scenic.
- Connections to neighborhoods and other trails.
- Meets Americans with Disabilities Act (ADA) standards where feasible.

In practice, the above goals often conflicted with one another and it was recognized that the recommended and alternative alignments would need to carefully weigh the opposing goals to determine the best balance.

A recommended alignment and two alternatives alignments were selected by the project team after weighing the environmental, engineering, and cost constraints against the other established trail alignment goals, as well as stakeholder and community feedback. The Master Plan recommended alignment has been identified as the proposed project or proposed alignment throughout this CEQA document. In addition, due to some of the unique opportunities present in this segment of the trail, parallel alignments are recommended on both Norco and Eastvale sides of the Santa Ana River, and a secondary smaller trail loop is recommended within the City of Norco.



Source: Census 2000 Data, The CaSIL, MBA GIS (2011).

NORTH

3 1.5 0 3

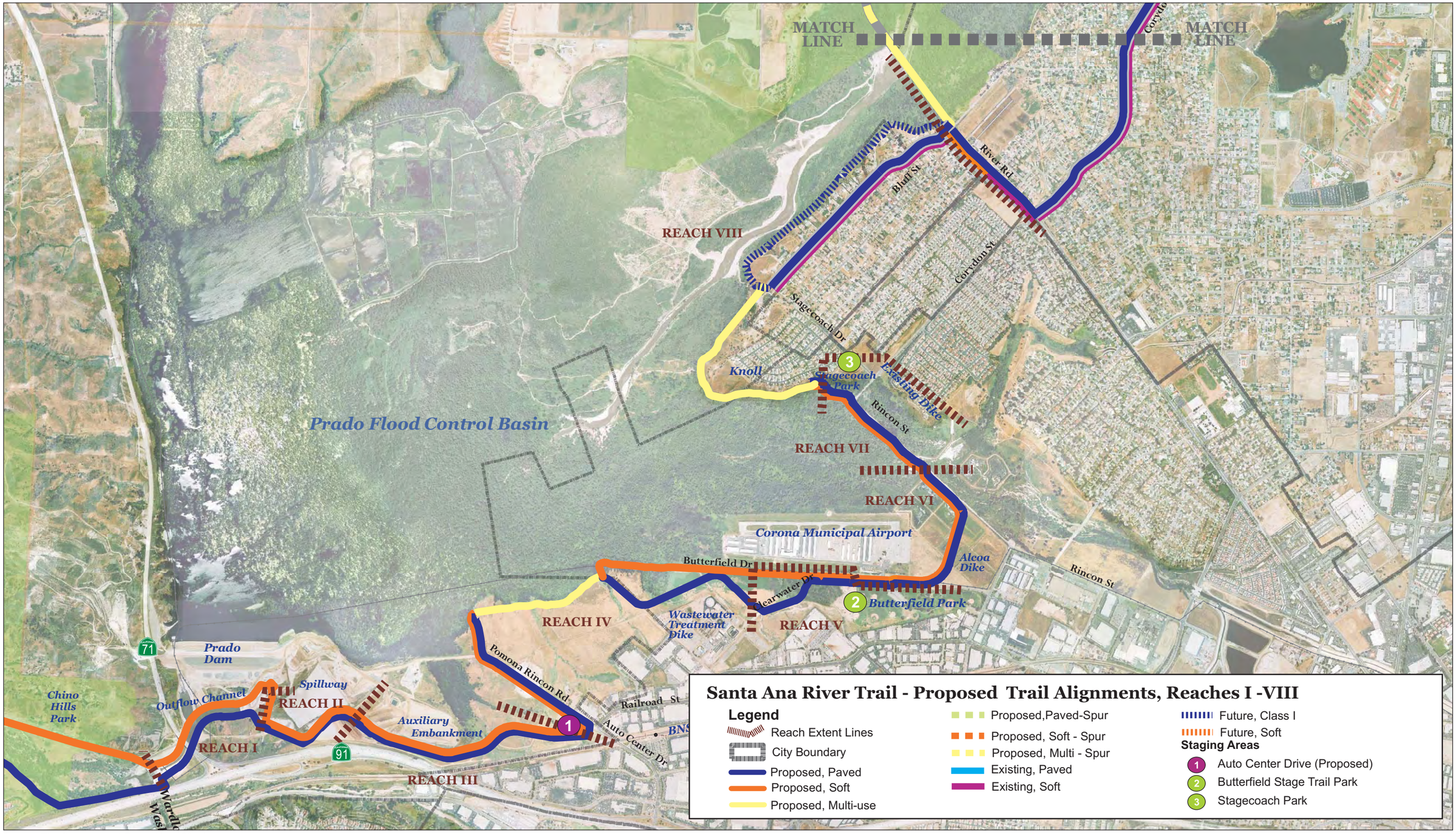
Miles

Michael Brandman Associates

34800002 • 07/2011 | 1_regional.mxd

Exhibit 1
Regional Location Map

COUNTY OF RIVERSIDE • SANTA ANA RIVER TRAIL
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

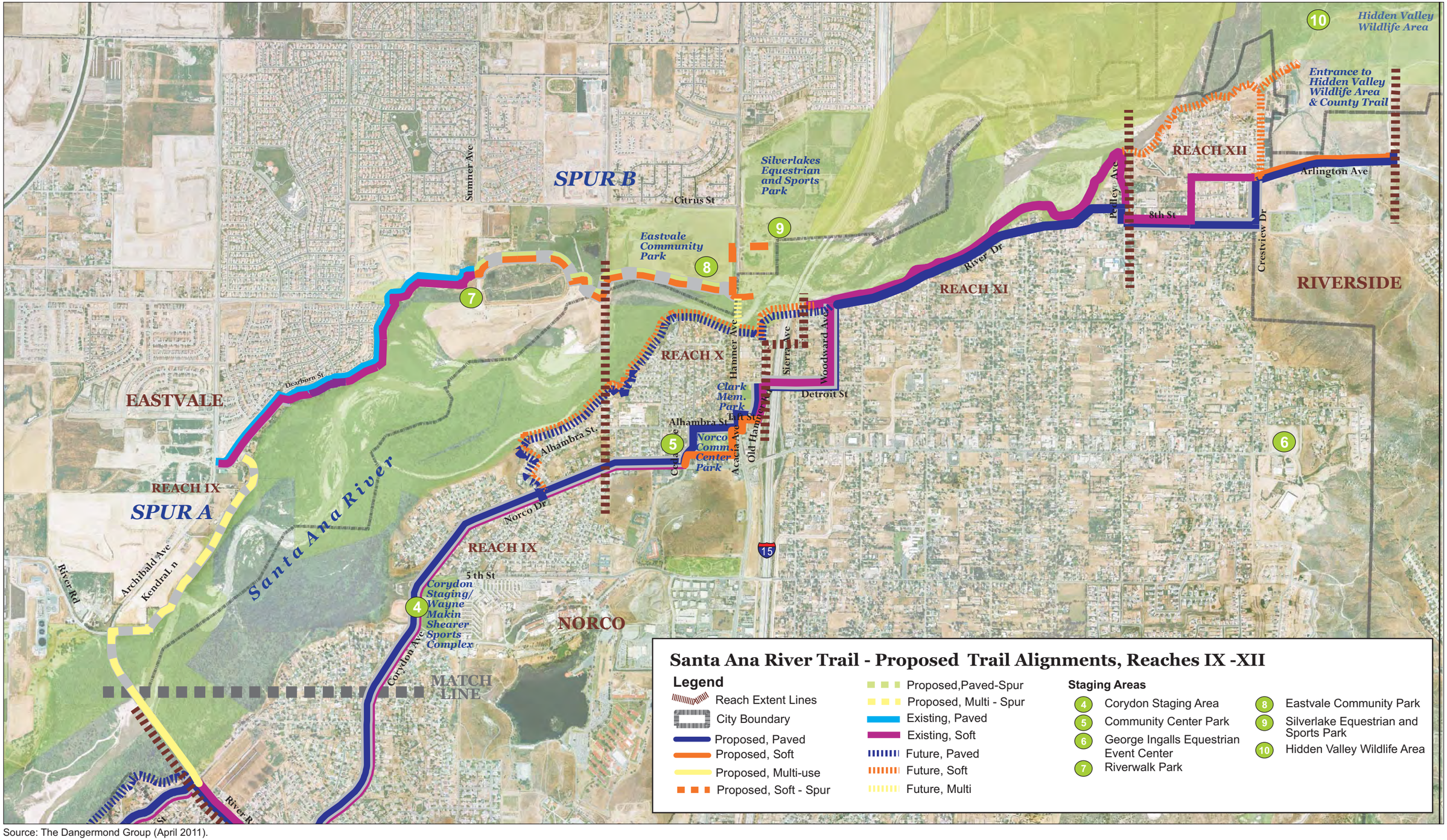


Source: The Dangermond Group (April 2011).

Michael Brandman Associates

34800002 • 09/2011 | 2a_recommended_trail_alignments_1-8.cdr

Exhibit 2a
Proposed Trail Alignments and Staging Area Locations, Reaches I - VIII



Santa Ana River Trail - Proposed Trail Alignments, Reaches IX -XII

Legend

- Reach Extent Lines
- City Boundary
- Proposed, Paved
- Proposed, Soft
- Proposed, Multi-use
- Proposed, Soft - Spur
- Proposed,Paved-Spur
- Proposed, Multi - Spur
- Existing, Paved
- Existing, Soft
- Future, Paved
- Future, Soft
- Future, Multi

Staging Areas

4. Corydon Staging Area
5. Community Center Park
6. George Ingalls Equestrian Event Center
7. Riverwalk Park
8. Eastvale Community Park
9. Silverlake Equestrian and Sports Park
10. Hidden Valley Wildlife Area

Source: The Dangermond Group (April 2011).

Michael Brandman Associates

34800002 • 09/2011 | 2b_recommended_trail_alignments_9-12.cdr

Exhibit 2b
Proposed Trail Alignments and Staging Area Locations, Reaches IX - XII

A summary of the trail alignments and specifications are included in Table 1 and Table 2. A detailed description of the proposed alignment in each Reach is provided below.

Table 1: Santa Ana River Trail Proposed Paved Alignments

	Type	Street/Location	Side of Street	Amenities	Status	Land Owner	APN	Trail Width in Feet	Habitat Mitigation Type[1]	Paved/Soft Trails Adjacency	Safety Fencing/Barrier Locations	Trail Segment Length - Linear Feet (lf)	Comment
Proposed Alignment													
Reach I													
	Class I	**Left outflow channel maintenance road (facing downstream)** From downstream terminus of left outflow channel maintenance road to spillway plain	n/a	signage, fence	new	USACE	101140006	12	none	N	New chain link on channel side of trail	3597	35% drawings would be completed to the project limit which is 20' upstream of the terminus of the left outflow channel maintenance road. Safety fencing would be added along the channel.
Reach II													
	Class I	**Spillway plain** From left outflow channel maintenance road (facing downstream) to spillway bluff	n/a	signage	new	USACE	101170001	12	1	N	n/a	1215	Grades are less than 8% on the spillway plain but exceed 8% on the transition to the spillway bluff. Trail users who are unable to negotiate this grade would need to bypass this segment of the trail by using the street route outlined in the 1994 Master Plan. Please see map of street route in the Santa Ana River Trail Master Plan's (Appendix F) appendix.
	Class I	**Spillway bluff** From spillway plain to auxiliary embankment	n/a	signage	new	USACE	101170001	12	none	Y	n/a	1377	Grades are less than 8% on the spillway bluff, which is suitable for all users.
Reach III													
	Class I	**Auxiliary embankment** From spillway bluff to Pomona Rincon Road	Adjacent to southbound traffic on unpaved road	signage, fence	new	USACE	101170001	12	none	N	New chain link on basin side of trail	5677	Paved trail would be on top of auxiliary embankment and would use standard USACE fencing. Includes a rest area/viewpoint. Safety fencing would be located on the reservoir side of the trail at the edge of the bench.
Reach IV													
	Class I	**Pomona Rincon Road** From auxiliary embankment to Butterfield Drive (west)	n/a	signage	new	OCFCD USACE	102010005 101170001	10	2,3	Y	n/a	3200	The paved trail would use the existing maintenance road alignment adjacent to a 6' wide shoulder
	Multi-use	**Butterfield Drive (west) and projected Yorba Street** From Pomona Rincon Road to wastewater treatment dike.	n/a	signage	new	USACE	101170001 101160003 101090003	10	2,3	N	n/a	4500	The paved trail would utilize the existing paved trail on the wastewater treatment dike.
	Class I	**Wastewater treatment dike** From projected Yorba Street to Clearwater Drive	n/a	signage	new	Corona USACE	102020031 101110002	12	none	N	Existing chain link on basin side of trail.	2326	The paved trail would utilize the Clearwater Road alignment.
	Class I	**Clearwater Drive** From wastewater treatment dike to Butterfield Drive (east)	north	signage	new	USACE	101110002	10	3	N	n/a	1581	The paved trail would use the existing maintenance road alignment.
	Class I	**Butterfield Drive - inside airport fence** From Clearwater Drive to base of Alcoa dike - airport side	west	signage, fence	new	USACE	101110002	10	3,4	Y	Existing chain link on basin side of trail.	3000	The trail alignment would enter the airport just east of Clearwater Drive. It would be separated from the airport by a security fence.
Reach V-VI													
	Class I	**Alcoa dike - on bench at base of dike - airport side** From Butterfield Drive to Rincon Street	south	signage, fence	new	USACE	119200009	10	3	Y	Existing chain link on basin side of trail.	3141	The trail would be offset from Rincon Street by a 20 ft. habitat buffer.
Reach VII													
	Class I	**Rincon Street** From Alcoa dike to knoll of bluff	n/a	signage	new	USACE Weyerhauser Mortgage Co.	121130002 121120023	10	3	Y	n/a	3900	The paved trail would be offset from Rincon Street by a habitat buffer. As part of mitigation for this project, the existing degraded habitat would be upgraded.

	Type	Street/Location	Side of Street	Amenities	Status	Land Owner	APN	Trail Width in Feet	Habitat Mitigation Type[1]	Paved/Soft Trails Adjacency	Safety Fencing/Barrier Locations	Trail Segment Length - Linear Feet (lf)	Comment
Reach VIII													
	Multi-use	**Knoll of bluff** From Rincon Street to Stagecoach Drive at Bluff Street	n/a	signage	new	USACE	121120024 101110002	10	3	Multi-use	n/a	5900	The trail in this location would be a multi-use trail. This alignment: 1. Would require habitat clearance. 2. Would be a raised trail where there is standing water. 3. Crosses one private parcel belonging to Weyerhauser Mortgage Co.
	Class I	**OCWD bluff property** From OCWD southwestern property boundary to Stagecoach Drive	n/a	signage	new	OCWD		10	3	Y	n/a	750	To be designed in conjunction with OCWD staff.
	Class II	**Bluff Street** From Stagecoach Drive to River Road	north	barrier, signage	new	Corona/County		10	none	Y	n/a	4948	New Class II bike lanes would be constructed within the road right of way.
Proposed Loop Trail Alignment													
Reach IX													
	Class II	**River Road** From Bluff Street to Corydon Avenue	both	striping, signage	new	County		10	none	Y	n/a	2450	New Class II bike lanes would be constructed within the road right of way.
	Class II	**Corydon Avenue** From River Road to Fifth Avenue	both	barrier, signage	new	Norco		10	none	Y	n/a	6999	New Class II bike lanes would be constructed within the road right of way.
	Class II	**Norco Drive** From Fifth Avenue to Cedar Avenue	both	barrier, signage	new	Norco		10	none	Y	n/a	5893	New Class II bike lanes would be constructed within the road right of way.
Reach X													
	Class II	**Cedar Avenue** From Norco Drive to Alhambra Street	both	striping, signage	new	Norco		10	none	Y	n/a	848	Per Norco City Plan.
	Class II	**Alhambra Street** From Cedar Avenue to Acacia Avenue	both	striping, signage	new	Norco	n/a	10	none	Y	n/a	757	Per Norco City Plan.
	Class II	**Acacia Avenue** From Alhambra Street to Taft Street	both	barrier, signage	new	Norco	n/a	10	none	Y	n/a	282	Per Norco City Plan.
	Class II	**Taft Street** From Acacia Avenue to Old Hamner Road	both	striping, signage	new	Norco	n/a	10	none	Y	n/a	450	Per Norco City Plan.
	Class II	**Old Hamner Road** From Taft Street to Detroit Street bridge	both	striping, signage	new	Norco	n/a	10	none	Y	n/a	763	Per Norco City Plan.
	Class II	**Detroit Street bridge** From Old Hamner Road to Detroit Street	both	striping, signage	new	Norco	n/a	10	none	Y	n/a	452	The Class II bike lane would share the bridge with vehicular, equestrian, and pedestrian users.
Reach XI													
	Class II	**Detroit Street** From east end of Detroit Street bridge to Woodward Avenue	both	striping, signage	new	Norco	n/a	10	none	Y	n/a	1586	New Class II bike lanes would be constructed within the road right of way.
	Class II	**Woodward Avenue** From Detroit Street to River Drive	both	striping, signage	new	Norco	n/a	10	none	Y	n/a	1698	New Class II bike lanes would be constructed within the road right of way.

	Type	Street/Location	Side of Street	Amenities	Status	Land Owner	APN	Trail Width in Feet	Habitat Mitigation Type[1]	Paved/Soft Trails Adjacency	Safety Fencing/Barrier Locations	Trail Segment Length - Linear Feet (lf)	Comment
Proposed Alignment													
Reach XI and XII													
	Class Ib	**River Drive** From Woodward Avenue (or River Drive connector from Hamner Avenue bridge) to Eighth Street	north	barrier, signage	new	Norco	n/a	10	none	N	Low barrier in road, type to be determined in future design	5310	Constructing the trail adjacent to the westbound lane on River Drive would require restriping the traffic lanes in locations where there is inadequate room for the trail on the bluff.
	Class II	**Eighth Street** From River Drive along Pedley Avenue to Crestview Drive	both	striping, signage	new	Norco	n/a	10	none	Y	n/a	4120	New Class II bike lanes would be constructed within the road right of way.
	Class II	**Crestview Drive** From Eighth Street to Arlington Avenue	both	striping, signage	new	Norco	n/a	10	none	Y	n/a	882	New Class II bike lanes would be constructed within the road right of way.
	Class I	**Arlington Avenue** From Crestview Drive to Hidden Valley Wildlife Area entry	north	signage	new	RCRPOSD Riverside County Transportation Dept. ROW	153240031	10	none	Y	n/a	2942	The paved trail would be separated from the westbound lane of vehicular traffic on Arlington Avenue by a vegetated strip.
Long-Term Proposed Alignment Spur Trail A													
Reach IX													
	Multi-use	**River Road bridge** From Bluff Street to Archibald Avenue on separated multi-use lane adjacent to north bound traffic lane	n/a	signage	under construction	County		8	none	Multi-use	Existing concrete barrier on vehicular side and lodgepole fence on river side	3430	A separated trail lane has been built for all non-motorized users.
	Multi-use	**Eastvale bluff trail** From River Road bridge to bend in Prado Basin Park Road	n/a	striping, signage	new	USACE	130080010	8	1,3	Y	Proposed chain link on bluff side of trail.	5015	The trail alignment would follow the top of the bluff, and utilize the existing maintenance road where it exists.
	Multi-use	**Eastvale bluff trail - future** From bend in Prado Basin Park Road to existing trail	south	barrier, signage	new	RCRPOSD Private	130080006 13006006	8	1,3	Y	Proposed chain link on bluff side of trail.	2108	This alignment would be primarily on parks property but where it is on private property the alignment would be determined later and depend on cooperation of the current private landowner.
Long-Term Proposed Alignment Spur Trail B													
	Class I	**Existing JCSD Trail** From Dearborn Street to Sumner Avenue	n/a	signage	existing	JCSD	n/a	8	none	Y	n/a	5300	The existing JCSD Trail is acceptable for the SART.
Reach IX and X													
	Class I	**Future JCSD Trail** From Sumner Avenue to west border of proposed Eastvale Community Park	n/a	signage	new	JCSD	134250018 134250019 134250017 134250016	8	1,3	Y	n/a	4733	The future JCSD Trail would be built to the same standards as the existing JCSD Trail, which is acceptable for the SART.
	Class I	**Proposed Eastvale Community Park** (adj. to Citrus Street) From west border of Eastvale Community Park to Hamner Avenue (east border of Eastvale Community Park)	n/a	signage	new	JCSD	134250018 134250019 134250017 134250016	8	none	N	n/a	1382	The trail alignment would be incorporated into the plans for the Eastvale Community Park.

	Type	Street/Location	Side of Street	Amenities	Status	Land Owner	APN	Trail Width in Feet	Habitat Mitigation Type[1]	Paved/Soft Trails Adjacency	Safety Fencing/Barrier Locations	Trail Segment Length - Linear Feet (lf)	Comment
Future Long-Term Proposed Alignment													
Reach X and XI													
	Class Ib	**Hamner Avenue** From northeast corner of proposed Eastvale Community Park to Hamner Avenue bridge	west	barrier, signage	new	Norco	n/a	8	none	Y	n/a	1800	The paved trail would be a two-way facility on the roadway, adjacent to the southbound vehicular lane, and separated by a low barrier in the pavement.
	Multi-use	**Proposed Hamner Avenue bridge widening** From right bank of Santa Ana River (facing downstream) to left bank of Santa Ana River	west	signage	future	Norco	n/a	8	none	Multi-use	Recommend concrete barrier on vehicular side and lodgepole fence on river side	629	The paved trail needs to be incorporated into the plans for the future Hamner Avenue bridge replacement, similar to the facilities on the River Road bridge.
	Class I	**River Drive connector** From Hamner Avenue bridge to River Drive	n/a	signage	new	Norco	n/a	8	1,3	Y	n/a	1642	The paved trail would use the existing maintenance road to connect from the Hamner Avenue bridge to River Drive.
Future Alignment													
Reach VIII													
	Class I	**Base of bluff - Riverside County** From Stagecoach Road to River Road at Bluff Street	n/a	signage	new	USACE Private Owners	121050005 121030006 121030011	8	1,3	N	Existing chain link on basin side of trail.	6450	Placing the paved trail on a bench near the base of the bluff would separate the trail from the flood plain, but would require easements from property owners.
Reach IX-X													
	Class I	**Proposed USACE Norco bluff stabilization bench** From the wash behind Alhambra Street (south end) to 200 feet downstream of Hamner Avenue bridge	n/a	signage, fence	new	Altfillisch Construction Co./ USACE/Norco	130100001	10	none	Y	Existing chain link on basin side of trail.	16029	The bench would need to be wide enough to accommodate both trails.
	Class I	**Hamner bridge connector** From 200 feet downstream of Hamner Avenue bridge to Hamner Avenue bridge	n/a	signage, fence	new	USACE	152070003	10	1,3	Y	Low barrier in road,	200	The bluff would need to be stabilized and a bench built to accommodate the trail alignment.
											Total Project in Linear Feet	**130,390**	
											Total Project in Miles	**24.7**	

Notes:
Definitions: Class I - Two-way bike path separated from street; Class Ib - Two-way bike path, on the street, separated by barrier; Class II - Two one-way bike lanes, on opposite sides of the street; Multi-use - Two-way multi-use lane for all non-motorized users
Mitigation: 1. Slender-Horned Spine flower & Brand's Phacelia; 2. Burrowing Owl; 3. Least Bell's Vireo; 4. Smooth Tarplant; 5. General Upland.
Source: The Dangermond Group, 2011.

Table 2: Santa Ana River Trail Proposed Soft Surface Alignments

Type	Street/Location	Side of Street	Amenities	Status	Land Owner/ Jurisdiction Preferred	Habitat Mitigation Type[1]	Trail Width in Feet	Separation from paved trail in feet, where adjacent	Paved/Soft Trails Adjacency	Recommended Surface	Trail Separation Type where adjacent: Fencing/ Landscaping	Safety Fencing Location	Trail Segment Length - Linear Feet (lf)	Comment
Proposed Alignment														
Reach I														
Soft Surface	**Right outflow channel maintenance road (facing downstream)** From downstream terminus of right outflow channel maintenance road to outflow channel bridge	n/a	signage, fence	new	USACE	none	10	n/a	N	Existing asphalt	n/a	New chain link on channel side	3597	35% drawings would be completed to the project limit which is 20' upstream of the terminus of the left outflow channel maintenance road. Safety fencing would be added along the channel.
Soft Surface	**Outflow channel bridge** From upstream terminus of right outflow channel maintenance road (facing downstream) to spillway plain	n/a	signage	new	USACE	none	10	n/a	N	Existing asphalt	n/a	Existing chain link on both sides	100	There is adequate room on the existing outflow channel bridge for the soft surface trail. Existing chain link fencing would provide adequate protection.
Reach II														
Soft Surface	**Spillway plain** From outflow channel bridge to spillway bluff	n/a	signage	new	USACE	1	10	4'-5'	N	Decomposed granite (DG)	n/a	n/a	1215	Grades are less than 8% on the spillway plain but exceed 8% on the transition to the spillway bluff. Trail users who are unable to negotiate this grade would need to bypass this segment of the trail by using the street route outlined in the 1994 Master Plan. Please see map of street route in the Santa Ana River Trail Master Plan's (Appendix F) appendix.
Soft Surface	**Spillway bluff** From spillway plain to auxiliary embankment	n/a	signage	new	USACE	none	10	4'-5'	Y	DG	Native landscaping	n/a	1377	Grades on the ramp up to the bluff are anticipated to be as much as 10% when the USACE has completed their construction. While most horses should be able to negotiate this grade, the final design should evaluate meandering the trail, and adding rest areas and drainage dips.
Reach III														
Soft Surface	**Auxiliary embankment** From spillway bluff to Pomona Rincon Road	n/a	signage	new	USACE	5	10	n/a	N	DG	n/a	n/a	5537	The soft surface trail would be at the bottom of the auxiliary embankment on the basin side.
Reach IV														
Multi-use	**Pomona Rincon Road** From auxiliary embankment to Butterfield Drive	Adjacent to southbound traffic on unpaved road	signage, bench	new	USACE	2,3	10	<or = 3'	Y (except at existing USACE bldg. complex)	DG	Post & rail fence	n/a	5917	Location of future staging area. Multi-use trail would consist of a 10' wide asphalt trail with an adjacent 6' DG trail separated by a post and rail fence.
Soft Surface	**Butterfield Drive** From Pomona Rincon Road to Clearwater Drive	n/a	signage	new	USACE	2,3	10	n/a	N	DG	n/a	Existing chain link on airport side	4558	The soft surface trail would be on the existing maintenance road on Butterfield Drive The SARI line follows the maintenance road and the trail would need to avoid the manhole covers.
Reach V-VI														
Soft Surface	**Butterfield Drive** From Clearwater Drive to base of Alcoa dike - airport side	n/a	signage, fence	new	USACE	3,4	10	4'-5'	Y	DG	Native landscaping	New chain link on airport side	2164	The trail alignment would enter the airport just east of Clearwater Drive. It would be separated from the airport by a fence.

Type	Street/Location	Side of Street	Amenities	Status	Land Owner/ Jurisdiction Preferred	Habitat Mitigation Type[1]	Trail Width in Feet	Separation from paved trail in feet, where adjacent	Paved/Soft Trails Adjacency	Recommended Surface	Trail Separation Type where adjacent: Fencing/ Landscaping	Safety Fencing Location	Trail Segment Length - Linear Feet (lf)	Comment
Soft Surface	**Alcoa dike - base of dike, airport side** From Butterfield Drive to Rincon Street	n/a	signage, fence	new	USACE	3	10	4'-5'	Y	DG	Native landscaping	New chain link on airport side	5764	The soft surface trail would be located on the airport side at the base of the Alcoa dike. At the northern end of the dike, it would climb over the proposed USACE drainage structure.
Reach VII														
Soft Surface	**Rincon Street** From Alcoa dike to knoll of bluff	Offset from southeast bound traffic lane	signage, bench	new	USACE	3	10	4'-5'	Y	DG	Native landscaping	n/a	3900	The soft surface trail would be on the basin side of the paved trail which would be offset from Rincon Street. It would be separated from the street by a habitat buffer. As part of mitigation for this project, the existing degraded habitat would be upgraded.
Reach VIII														
Multi-use	**Knoll of bluff** From Rincon Street to OCWD bluff property	n/a	signage	new	USACE	3	10	n/a	Multi-use	Rubberized asphalt	n/a	n/a	6589	The trail in this location would be a multi-use trail. This alignment: 1. Would require habitat clearance. 2. Would be a raised trail where there is standing water. 3. Crosses one private parcel belonging to Weyerhauser Mortgage Co.
Soft Surface	**OCWD bluff property** From OCWD southwestern property boundary to Stagecoach Drive	n/a	signage	new	OCWD	3	10	n/a	Soft Surface	DG	n/a	To be determined in conjunction with OCWD	1065	This alignment would cross Orange County Water District Property. OCWD may or may not develop this property, and this trail alignment would need to be designed in conjunction with OCWD staff. There is an existing maintenance road that connects directly to the intersection of Bluff Street and Stagecoach Drive.
Soft Surface	**Bluff Street** From Stagecoach Drive to River Road	southeast	signage	existing	Corona	none	8	n/a	Y	n/a	Existing post & rail fence		4948	The soft surface trail would use the existing trail on Bluff Street.
Interim Proposed Alignment/Long-Term Loop Trail Alignment														
Reach IX														
Soft Surface	**River Road** From Bluff Street to Trail Street	southwest	signage	new	County	none	n/a	n/a	Y	DG	Existing post & rail fence	n/a	891	A new soft surface trail alignment would be located on the east side of River Road .
Soft Surface	**River Road** From Trail Street to Corydon Avenue	southwest	signage	existing	County	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	1559	A new soft surface trail alignment would be located on the east side of River Road .
Soft Surface	**Corydon Avenue** From River Road to Fifth Avenue	southeast	signage	existing	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	6999	The existing equestrian trail is suitable.
Soft Surface	**Norco Drive** From Fifth Avenue to Cedar Avenue	southeast	signage	existing	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	5893	The existing equestrian trail is suitable.

Type	Street/Location	Side of Street	Amenities	Status	Land Owner/ Jurisdiction Preferred	Habitat Mitigation Type[1]	Trail Width in Feet	Separation from paved trail in feet, where adjacent	Paved/Soft Trails Adjacency	Recommended Surface	Trail Separation Type where adjacent: Fencing/ Landscaping	Safety Fencing Location	Trail Segment Length - Linear Feet (lf)	Comment
Reach X														
Soft Surface	**Cedar Avenue** From Norco Drive to south perimeter of Norco Community Center Park	east	signage	new	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	848	The trail would be built per the Norco City Plan. It would be built under the supervision of the Santa Ana River Trail management team.
Soft Surface	**South Perimeter of Norco Community Center Park** From Cedar Avenue to Acacia Avenue	n/a	signage	new	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	757	The trail would be built per the Norco City Plan by the City of Norco.
Soft Surface	**Acacia Avenue** From south perimeter of Norco Community Center Park to Alhambra Avenue	east	signage	new	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	1586	The trail would be built per the Norco City Plan. It would be built under the supervision of the Santa Ana River Trail management team.
Soft Surface	**Hamner Avenue** From Alhambra Avenue to Taft Street	east	signage	new	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	1128	The trail would be adjacent to the north bound lane of Hamner Avenue
Soft Surface	**Taft Street** From Hamner Avenue to Old Hamner Road	north	signage	new	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	450	The trail would be built per the Norco City Plan by the City of Norco.
Soft Surface	**Old Hamner Road** From Taft Street to Detroit Street bridge	east	signage	existing	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	763	The existing equestrian trail is suitable. The City of Norco has plans to upgrade it at a future date.
Soft Surface	**Detroit Street bridge** From Old Hamner Road to Detroit Street	south	signage	new	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	452	Bicycles, motorized vehicles, pedestrians, and equestrians would share the bridge.
Reach XI														
Soft Surface	**Detroit Street** From east end of Detroit Street bridge to Woodward Avenue	south	signage	existing	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	1110	The existing equestrian trail is suitable.
Soft Surface	**Woodward Avenue** From Detroit Street to USACE maintenance road	west	signage	existing	Norco	none	n/a	n/a	Y	n/a	Existing post & rail fence	n/a	1698	The existing equestrian trail is suitable.
Soft Surface	**USACE maintenance road** From Woodward Avenue to USACE bench	n/a	signage	existing	Norco	1,3	10	n/a	Y (until paved trail diverts to River Drive)	existing surface	Native Landscaping	Chain link fence on river side.	1820	The trail would use the existing USACE maintenance road to access the existing USACE bench.
Proposed Alignment														
Reach XI														
Soft Surface	**USACE Bench** From Woodward Avenue or USACE maintenance road to Santa Ana River bed	n/a	signage	existing	Norco	none	12	n/a	N	Existing surface	n/a	Post & rail fence on river side of trail	4338	The existing USACE bench would be upgraded with fencing and signage.
Soft Surface	**Santa Ana River bed** From USACE bench to Hidden Valley Wildlife Area	n/a	signage	existing	Norco	n/a	n/a	n/a	N	Existing soil	n/a	n/a	7263	If the bluff is stabilized at a future date, the trail may be able to utilize a bench at the base of the bluff.

Type	Street/Location	Side of Street	Amenities	Status	Land Owner/ Jurisdiction Preferred	Habitat Mitigation Type[1]	Trail Width in Feet	Separation from paved trail in feet, where adjacent	Paved/Soft Trails Adjacency	Recommended Surface	Trail Separation Type where adjacent: Fencing/ Landscaping	Safety Fencing Location	Trail Segment Length - Linear Feet (lf)	Comment
Long-Term Proposed Alignment Spur Trail A														
Reach IX														
Multi-use	**River Road bridge** From Bluff Street to Archibald Avenue	n/a	signage	under construction	County	none	8	n/a	Multi-use	n/a	n/a	Existing concrete barrier on vehicular side and lodgepole fence on river side	3430	A separated trail lane has been built for all non-motorized users.
Multi-use	**Eastvale bluff trail** From River Road bridge to bend in Prado Basin Park Road	n/a	signage	new	Eastvale	1,3	8	<or = 3'	Multi-use	DG	Post & Rail Fence	n/a	5493	The trail alignment would follow the top of the bluff, and utilize the existing maintenance road where it exists.
Multi-use	**Eastvale bluff trail - future** From bend in Prado Basin Park Road to existing trail	southeast	signage	new	Eastvale					DG	Post & Rail Fence	n/a	2403	This alignment would be primarily on parks property but where it is on private property, the alignment would be determined later and depend on cooperation of the current private landowner.
Long-Term Proposed Alignment Spur Trail B														
Soft Surface	**Existing JCSD trail** From Dearborn Street to Sumner Avenue	n/a	signage	existing	JCSD	none	8	n/a	Y	n/a	Existing Landscaping	n/a	5300	The existing JCSD Trail is acceptable for the SART.
Reach IX and X														
Soft Surface	**Future JCSD trail** From Sumner Avenue to west border of the proposed Eastvale Community Park	n/a	signage	new	JCSD	1,3	8	4'-5'	Y	n/a	Same as Adjacent Existing Landscaping	n/a	4733	The future JCSD Trail would be built to the same standards as the existing JCSD Trail which is acceptable for the SART.
Soft Surface	**Proposed Eastvale Community Park** (adj. to Citrus) From west border of proposed Eastvale Community Park to Hamner Avenue	n/a	signage	new	JCSD	none	8	n/a	N	n/a	n/a	n/a	1382	The trail alignment is being designed into the plans for Eastvale Community Park.
Future Long-Term Proposed Alignment														
Reach X and XI														
Soft Surface	**Hamner Avenue** From northeast corner of proposed Eastvale Community Park to Hamner Avenue bridge	west	signage	new	JCSD/Norco	none	8	>5'	Y	DG	Post & Rail Fence	n/a	1312	The trail alignment would be between the park and the two way bikeway adjacent to the south bound vehicular lane. It would be separated from the paved trail by a safety fence.
Multi-use	**Proposed Hamner Avenue bridge widening** From right bank of Santa Ana River (facing downstream) to left bank of Santa Ana River	west	signage	future	Norco	none	8	n/a	Multi-use	n/a	n/a	Recommend concrete barrier on vehicular side and lodgepole fence on river side	629	The paved trail needs to be incorporated into the plans for the future Hamner Avenue bridge replacement, similar to the facilities of the River Road bridge.
Soft Surface	**USACE maintenance road** From Hamner Avenue bridge to USACE bench	n/a	signage	new	Norco	1,3	8	<or = 3'	N	Existing surface	Post & Rail Fence	n/a	1642	The trail would use the existing USACE maintenance road.

	Type	Street/Location	Side of Street	Amenities	Status	Land Owner/ Jurisdiction Preferred	Habitat Mitigation Type[1]	Trail Width in Feet	Separation from paved trail in feet, where adjacent	Paved/Soft Trails Adjacency	Recommended Surface	Trail Separation Type where adjacent: Fencing/ Landscaping	Safety Fencing Location	Trail Segment Length - Linear Feet (lf)	Comment
Pedley Avenue Alternative															
Reach XII															
	Soft Surface	**Pedley Avenue/Eighth Street** From Santa Ana River to Eighth Street to California	east	signage	existing	Norco	none	existing	n/a	N	n/a	n/a	n/a	1269	The existing equestrian trail is suitable.
	Soft Surface	**California Avenue** From Eight Street to North Drive	north	signage	existing	Norco	none	existing	n/a	Y	n/a	Post & Rail Fence	n/a	2060	The existing equestrian trail is suitable.
	Soft Surface	**North Drive** From California Avenue to Crestview Drive	north	signage	new	Norco	none	existing	n/a	Y	n/a	Post & Rail Fence	n/a	2060	The existing equestrian trail is suitable.
	Soft Surface	**Arlington Avenue** From Crestview Drive to Hidden Valley Wildlife Area entry	north	signage	new	Norco	none	8	4'-5'	Y	DG	Native Landscaping	n/a	2942	The existing equestrian trail is suitable.
Future Parallel Trail Alignment															
Reach IX-X															
	Soft Surface	**Proposed USACE Norco bluff stabilization bench** From wash behind Alhambra Street (south end) to 200 ft. downstream of Hamner Avenue bridge	n/a	signage, fence	new	USACE/Norco	none	8	<or = 3'	Y	USACE surface	Post & Rail Fence	Post & rail fence on river side of trail	16029	The proposed bench on the USACE Norco bluff stabilization would need to be wide enough to accommodate both trails.
	Soft Surface	**Hamner bridge connector** From 200 Ft. downstream of Hamner Avenue bridge to Hamner Avenue bridge	n/a	signage, fence	new	USACE/Norco	1,3	8	<or = 3'	Y	DG	Post & Rail Fence	n/a	200	The bluff would need to be stabilized and a bench built to accommodate the trail alignment.
													Total Project in Linear Feet	**136,052**	
													Total Project in Miles	**25.8**	

Notes:
Definitions: *Soft Surface* - Compacted dirt with decomposed granite (where suitable) - suitable for equestrian use; *Multi-use* - Two-way multi-use lane for all non-motorized users
Mitigation: 1. Slender-Horned Spine flower & Brand's Phacelia; 2. Burrowing Owl; 3. Least Bell's Vireo; 4. Smooth Tarplant; 5. General Upland
Source: The Dangermond Group, 2011.

Reach I

The proposed Reach I alignment would extend from about 600 feet downstream (west) of SR-71, at the terminus of the US Army Corps of Engineers (USACE) Prado Basin outflow channel, to the upstream end of the outflow channel maintenance road. The area is constrained by Prado Dam on the north and SR-91 on the south. To minimize existing habitat disturbance, the paved and the soft surface trails would be located on the existing USACE maintenance roads, found on each side of the Santa Ana River.

To connect to the proposed paved SART segment downstream, the paved trail would be located on the southern USACE maintenance road. This alignment would allow a connection to the Wardlow Wash Trail and the City of Corona trail system at the existing SR-91 drainage undercrossing just downstream.

The soft surface trail would be located on the northern maintenance road and would connect to both proposed soft surface trail downstream of the Reach I terminus and Aliso Canyon entry to Chino Hills State Park further downstream. At the upstream end of the maintenance road, the soft surface trail would use the existing maintenance bridge to cross the river.

Safety fencing and regulatory signage along the outflow channel would be added for both trails as required by the USACE. An existing interpretive kiosk constructed by the USACE is located adjacent to the bridge on the southeast side of the outflow channel.

Reach II

The proposed Reach II alignment would extend from the upstream end of the USACE outflow channel maintenance roads to the western end of the spillway. Both paved and soft surface trails would traverse the spillway plain on USACE property to reach the base of the bluff. Both proposed alignments would be subject to inundation that would cause water to overflow the spillway.

After traversing the spillway plain, both paved and soft surface trails would climb the bluff. The trails would exceed eight-percent grades, potentially requiring some disabled users to bypass the SART from the Green River Golf Course to avoid the steeper grades. This can be accomplished by using Green River Road to Palisades Drive to Serfas Club Drive and crossing over SR-91 to rejoin the SART at Auto Center Drive.

Reach III

The proposed Reach III alignment would extend from the downstream to the upstream edge of the proposed USACE Auxiliary Embankment. The paved trail would be located on top of the USACE Auxiliary Embankment, where there is adequate room for only the paved trail. Safety fencing would be erected on the western side of the paved trail. This side of slope would be armored with large stones, protecting the embankment face from erosion, while the landward side would be vegetated. A viewing area on top of the embankment is recommended to provide trail users an opportunity to rest and view the area.

The soft surface trail would be located at the base of the Auxiliary Embankment on the west side. All disturbed areas resulting from construction activities would be reseeded with a USACE recommended seed mix to restore the area to its existing conditions.

Reach IV

The proposed Reach IV alignment would extend from the upstream end of the USACE Auxiliary Embankment to the upstream end of the Wastewater Treatment Dike. The proposed alignment for both trails would be adjacent, following the USACE unpaved Pomona-Rincon maintenance road. Both paved and soft surface trails would traverse the western edge of the existing USACE borrow

area before converging as a multi-use trail and continuing east along the USACE maintenance road along the tree line on the northern side of the USACE borrow areas. Prior to encountering the Wastewater Treatment Dike, the paved and the soft surface trails would again diverge.

The paved trail would continue on the Pomona-Rincon maintenance road to the Wastewater Treatment Dike where the trail would be located at the base of the dike. The Wastewater Treatment Dike already has an existing paved trail at the base constructed by USACE, in anticipation of the remainder of the SART. The soft surface trail would use the existing USACE Butterfield Drive (east) dirt maintenance road.

Reach V

The proposed Reach V alignment would extend from the upstream end of the Wastewater Treatment Dike to the western boundary of Butterfield Park. The paved trail, after leaving the Wastewater Treatment Dike, would use the existing USACE Clearwater Drive dirt maintenance road. At the end of Clearwater Drive, the paved trail would join the soft surface trail on Butterfield Drive. The soft surface trail would use the existing Butterfield Drive dirt maintenance road to the paved portion of Butterfield Drive at the park.

Reach VI

The proposed Reach VI alignment would extend from the western boundary of Butterfield Park to the Temescal Creek vehicular crossing (bridge). Both the paved and the soft surface trails would traverse the southern and eastern boundary of the Corona Municipal Airport along property leased from the USACE. The trails would then proceed along the northern side of the paved portion of Butterfield Drive to the proposed USACE Alcoa Dike. An additional chain link fence would be installed on the airport side of the trails to provide security for the airport facility. These trails could potentially be used for emergency evacuation of airplanes during large storm events. In addition, these trails could assist in providing a deforested space for wildland fire protection.

Both paved and soft surface trails would run parallel at the western base of the proposed Alcoa Dike. The soft surface trail would be located on the airport side, while the paved trail on a created bench at the base of the dike. After leaving the Alcoa Dike area, both trail alignments would traverse the existing water pond berms on USACE property to reach Temescal Creek at West Rincon Street.

Reach VII

The proposed Reach VII alignment would extend from Temescal Creek at West Rincon Street to the base of the knoll northwest of the intersection of West Rincon Street and Corydon Street, and north of the Corona Municipal Airport. The proposed alignment for both trails would require construction of a new trail bridge to cross Temescal Creek, located downstream (southwest) of the existing vehicular bridge. To reduce the footprint and cost of the bridge, the bridge would be a single lane, multi-use bridge.

Both paved and soft surface trails would parallel West Rincon Street on property owned by USACE. The trails would be routed through this area to avoid nearby willow habitat. Habitat along this alignment is already degraded with a mixture of non-native trees and brush. Future coordination with the USACE on habitat restoration efforts would aim to restore this area to a native plant community.

Both paved and soft surface trail alignments would proceed through about 800 linear feet of existing willow habitat to the base of the knoll northwest of the intersection of West Rincon Street and Corydon Street.

Reach VIII

The proposed Reach VIII alignment would extend from the base of the knoll northwest of the intersection of West Rincon Street and Corydon Street, and north of the Corona Municipal Airport, to River Road and Bluff Street. Both proposed alignments would share a multi-use trail on the existing maintenance road around the base of the knoll. The majority of this property is owned by the USACE, although one privately owned parcel would need to be purchased. On the north side of the knoll, the multi-use trail would traverse OCWD property to climb the bluff, reaching the intersection of Stagecoach Drive and Bluff Street.

For the paved trail, there are two proposed alignments for this reach upstream of Stagecoach Drive: (1) The short-term alignment would be Class II bike lanes located on Bluff Street; and (2) The long-term alignment is contingent on obtaining use agreements for the private parcels that extend at the base of the bluff to the northwest of Bluff Street. If use agreements are obtained, the paved trail would be located on a bench built at the base of the bluff. Detailed analysis would be required once a specific route is determined and may require supplemental CEQA/National Environmental Policy Act (NEPA) documentation.

The soft surface trail would be located on the existing equestrian trail on the southeast side of Bluff Street.

Reaches IX-X in the City of Norco

The proposed Reach IX to Reach X alignments in the City of Norco would extend from River Road south to Corydon Street and then north on Corydon/Norco Drive and eventually to Detroit Street, where the Class II bikeway would cross over I-15. The paved trail would be a Class II bikeway on the following city streets: River Road, Corydon Avenue, Norco Drive, Cedar Avenue, Alhambra Street, Acacia Avenue, Taft Street, and Old Hamner Road.

The soft surface trail would be located adjacent to the roadway on the same streets as the paved trail with one exception. Instead of following Cedar Avenue to Alhambra Street, the soft surface trail would proceed only to the southern boundary of the Norco Community Park, before proceeding along the boundary of the park to Acacia Avenue. The soft surface trail would primarily be located on existing City of Norco equestrian trails.

Reach IX - Spur A in the City of Eastvale (Proposed Long-Term Alignment)

The Reach IX alignment in the City of Eastvale would extend from River Road on the northwest bank of the Santa Ana River to Eastvale Community Park. Both paved and soft trails would use the proposed River Road bridge trail lane to cross the Santa Ana River.

On the north side of the Santa Ana River, on USACE and Riverside County Regional Parks and Open Space District property, a multi-use trail would be located on top of the bluff from River Road to Prado Basin Road, utilizing an existing maintenance road. The multi-use trail would continue along the bluff from Prado Basin Road to the existing trail at Dearborn Street. This would necessitate easements from the current property owners as a condition of approval for development of this area.

From Dearborn Street to Sumner Avenue, both paved and soft surface trails would use the existing Jurupa Community Services District (JCSD) trails. New paved and soft surface trails along the Santa Ana River, from Sumner Avenue to the western perimeter of the proposed Eastvale Community Park, are proposed for future construction, although these new proposed alignments and associated environmental impacts would be covered under a separate document prepared by the JCSD.

Reach X - Spur B in the City of Eastvale (Proposed Long-Term Alignment)
The Reach X alignment in the City of Eastvale would extend from the western border of Eastvale Community Park to River Drive and the USACE bluff stabilization bench along the Norco side of the Santa Ana River. Both paved and soft surface trails would be incorporated in the proposed Eastvale Community Park, which extends to Hamner Avenue to the east. Environmental impacts associated with this 4,600-foot section of trail—which would include the crossing of the Santa Ana River on the "new" Hamner Avenue Bridge—would be covered under separate California Environmental Quality Act (CEQA) and Eastvale Community Park documentation. The locations have been provided in this document to demonstrate continuity of the SART trail system. The previous Reach IX-X discussion provides descriptions of a proposed route on surface streets through the City of Norco that would provide a complete trail system from Prado Basin to the connection to the Hidden Valley Wildlife Area.

At the eastern perimeter of the Eastvale Community Park, the paved trail would be a specialized Class I trail that would serve as a two-way bike facility located on the roadway adjacent to the southbound lane of traffic on Hamner Avenue, separated by a low barrier in the pavement and classified as a Class Ib trail. This trail would connect to the proposed Hamner Avenue bridge trail lane. The soft surface trail would be located along the edge of Hamner Avenue, running parallel to the paved Class Ib trail, and would connect to the proposed Hamner Avenue bridge trail lane.

Both paved and soft surface trails would use the proposed trail lane adjacent to the southbound vehicular lane on the proposed Hamner Avenue bridge replacement. Once across the bridge, these proposed alignments would proceed along the existing USACE maintenance road to Old Hamner Road and continue south to Detroit Street to complete the loop. This section of the trail, when further designed, would be subject to future environmental documentation, either as a separate environmental document, or as a supplement or addendum to this document.

Reach X to XII
The proposed Reach XI to Reach XII alignments would extend from the intersection of Old Hamner Road and Detroit Avenue to the Hidden Valley Wildlife Area. The paved Class II bike trail would continue from Detroit Street, cross over I-15, and turn north onto Woodward Avenue to River Drive. The soft surface trail would be located adjacent to the roadway on the same streets as the paved trail.

On River Drive, the paved trail would continue as a Class 1b bikeway directly adjacent to the westbound lane of traffic from Woodward Avenue to Eight Street. Parallel to River Drive, the soft surface trail would be located on the USACE bluff stabilization bench at the base of the bluff. The soft surface trail would use the bench and would be accessible at both Woodward Avenue and Pedley Avenue via existing trails.

The paved trail would continue as a Class II bike trail on Eighth Street, where the trail would be joined at Pedley Avenue with the soft surface trail, which would be located on existing equestrian trails. Both paved and soft surface trails would run parallel to California Street, where the paved trail would continue on Eighth Street to Crestview Drive and eventually to Arlington Avenue, while the soft surface trail would turn north and continue on existing trails along California Avenue and North Avenue before arriving at Arlington Avenue.

On Arlington Avenue, both paved and soft surface trails would run parallel towards the Hidden Valley Wildlife Area.

Staging Areas
The Corona-Norco-Eastvale project area already contains a number of existing or planned parks/recreational facilities near the Santa Ana River that could provide public access to the proposed trails, as well as a number of amenities necessary to support trail users. Due to the number of

existing facilities, only one new staging area at Auto Center Drive is proposed. The proposed Auto Center Drive Staging Area would have the following features:

- Parking for automobiles and equestrian vehicles.
- Restrooms.
- Horse corral and tie-ups.
- Drinking water.
- Bicycle racks.
- Picnic shelter.
- Benches.
- Trash Receptacles.
- Signage.
- "Open space" park area.

Project Development
Phasing Plan
The schedule and timing of a large portion of the recommended alignment would be impacted by the need to:

- Construct the trails atop of public structures that have not yet been completed (e.g., USACE Auxiliary Embankment, USACE Alcoa Dike, Eastvale Community Park).
- Obtain easement or encroachment permits for trail sections on land owned by local agencies.
- Purchase private property underlying the recommended alignment.
- Obtain environmental permits.

Due to the coordination and scheduling complexities inherent in the Corona-Norco-Eastvale segment of the SART, a comprehensive phasing plan was developed to outline the order and timing of the permitting, mitigation, and construction of the proposed trail alignments. Alignment segments were categorized as follows:

Project Elements
All proposed alignments that could be completed within five years and could comprise a chain of contiguous segments were identified as project elements.

- **Reaches I to VIII**
  The proposed trail alignments from just downstream of SR-71 to River Road form a contiguous trail alignment that could be completed by October 2014.
- **Reaches IX to XII (City of Norco)**
  The proposed trail alignments on the City of Norco streets and the existing USACE stabilization bench upstream of Hamner Avenue (soft surface only) form a contiguous trail alignment that could be completed by February 2014.

Spur Trails
Non-contiguous segments that could still be completed within five years were identified as spur trails.

- **Spur A - Reach IX (City of Eastvale)**
  River Road Bridge is due to be completed by 2011. There are impediments that could delay completion of the trails along the bluff upstream of River Road to the existing JCSD trail. Aside from pending engineering plans, privately owned lands would likely need to be purchased and easements needed to be obtained before completion.

- **Spur B - Reach IX-X (City of Eastvale)**
  Eastvale Community Park, including the trails within the park, is expected to be completed by December 2011. This would leave a small portion of the trail between the existing terminus of the JCSD trail at Sumner Avenue and Eastvale Community Park to be potentially completed as a condition of future development.

Programmatic Elements
Non-contiguous segments that could not be completed within five years were identified as programmatic elements, to be permitted and constructed at a later date.

- **Hamner Avenue Bridge (Reach X)**
  The primary impediment to contiguity is the proposed Hamner Avenue Bridge trail lane connector between the Eastvale and Norco sides of the Santa Ana River. No proposed construction schedule has been devised for the bridge, and development would most likely occur outside of the five-year life of the permit. Construction would delay completion of the final proposed trail alignments from just downstream of SR-71 to the Hidden Valley Wildlife Area through Eastvale. Once it is completed, the street routes in the City of Norco would become a loop trail, connecting with the Eastvale trails via the River Road and Hamner Avenue Bridge trail lanes.
- **Alhambra Street Loop (Reaches IX and X)**
  This loop trail would extend from the Class II bike trail and existing soft trails in the City of Norco at Norco Drive and would diverge at Alhambra Street and drop down to the Santa Ana River and follow the USACE Norco Bluff Stabilization Project boundary. It would consist of a future soft trail and a future Class I bike trail that would be placed on a bench of the stabilized slope. The loop would extend approximately 7,000 feet, eventually connecting with Old Hamner Avenue and then to Detroit Street where the trails would merge with the proposed trail at Detroit Street at I-15. The trails have not been studied in the previous USACE EIS. It is unlikely that the stabilization would be completed within the 5-year timeframe discussed above.

Operations and Maintenance
The following summary of the proposed Project's operations and maintenance guidelines should be viewed as a set of recommendations consistent with local, regional, and national guidelines and standards for trail, bikeway, and parkway operations and maintenance. These are not absolute standards, as recommended operations and maintenance activities would be subject to refinement during the final design process.

Soft Surface Trails
Condition and Inspection
Soft surface trails surfaces would be kept even and free of erosion damage. These trails would be inspected quarterly, as well as within 72 hours of a storm event.

Maintenance and Repair
Routine maintenance activities for soft surface trails would include cleaning the trail, incidental repairs to address minor erosion, preventive erosion control (installing or maintaining sand bags, water bars, rolling grade dips and spoons) and weed management. Remedial maintenance activities would include re-grading, resurfacing, or repairing of a trail.

Anticipated repair activities would include grading and replacing damaged trail surfaces as needed determined by regular inspections. If repairs are conducted annually, repairs should be performed soon after the conclusion of the rainy season. Also, inspections should ensure that the trails are at least 10 feet wide, and repair and widen when necessary.

Paved Surface Trails
Condition and Inspection
Paved trails surfaces would be kept smooth, even, and free of cracks or holes 1-inch wide or more. These trails would be inspected quarterly.

Maintenance and Repair
Routine maintenance activities for paved surface trails would include minor repairs such as patching of asphalt or concrete surfaces and edges, as well as cleaning the trail. Remedial maintenance activities would include major repairs such as replacing larger areas of the bikeway, filling-in eroded sections, re-striping, re-surfacing, and asphalt sealing.

Staging Areas
Condition and Inspection
As points of entry for the Corona-Norco-Eastvale trail segment and the SART as a whole, staging areas, including the proposed Auto Center Drive facility, traditionally receive intensive public use, especially where vehicle parking is permitted. As such, a staging area may require a higher level of inspection and maintenance to avoid becoming overused. The Auto Center Drive staging area and all other similar facilities located along both existing and proposed portions of the SART would require daily inspection.

Maintenance and Repair
Routine maintenance activities for staging areas would include trash removal, general cleaning, replacing signboards or kiosk maps as needed, and minor repairs. Remedial maintenance activities would include re-grading and repaving parking surfaces, adding aggregate rock, correcting improper drainage, and replacing or repairing onsite amenities as they become worn or damaged.

B. Type of Project: Site Specific ☒; Countywide ☐; Community ☐; Policy ☐.

C. Total Project Area: Approximately 25 linear miles.

Residential Acres: N/A	**Lots:** N/A	**Units:** N/A	**Projected No. of Residents:** N/A
Commercial Acres: N/A	**Lots:** N/A	**Sq. Ft. of Bldg. Area:** N/A	**Est. No. of Employees:** N/A
Industrial Acres: N/A	**Lots:** N/A	**Sq. Ft. of Bldg. Area:** N/A	**Est. No. of Employees:** N/A
Other: Open Space Recreational			

D. Assessor's Parcel No.(s): Refer to Table 1 and Table 2 for Parcel Numbers.

E. Street References: Refer to Table 1 and Table 2 for all affected streets and roads.

F. Section, Township & Range Description or reference/attach a Legal Description: Refer to Table 1 and Table 2, as well as Exhibit 2a and 2b for applicable descriptions.

G. Brief description of the existing environmental setting of the project site and its surroundings:

The Corona-Norco-Eastvale project area is generally located in the western Riverside County, spanning western and northern portions of the City of Corona, western and northern portions of the City of Norco, the City of Eastvale, the JCSD, and unincorporated Riverside County on and around both Prado Basin and the Hidden Valley Wildlife Area. Segments of the proposed Project are located within lands of the USACE, the OCWD, the Orange County Flood Control District, and upon private fee land. Geographically, the Angeles National Forest is approximately 30 miles to the north, the San Bernardino National Forest is approximately 35 miles to the east, the Cleveland National Forest is

approximately 5 miles to the south, Chino Hills State Park is less than 1 mile to the west, and the Pacific Ocean is approximately 25 miles to the southwest.

Western Riverside County, where the proposed Project would occur, is characterized by urban development, whereas the eastern portion is more rural. Land uses in the Project area include residential, commercial, industrial, recreational, and open space designations. As of 2009, an estimated 2,215,440 people resided in Riverside County, with an estimated half-million residents (2006 estimate) living in the project's general vicinity (U.S. Census Bureau 2011).

Major highways within the Project area that connect the region with surrounding cities and counties include SR-71 (Chino Valley Freeway), SR-91 (Riverside Freeway), I-15 (Corona/Temecula Valley Freeway). Major Arterials include River Road, Corydon Avenue/Norco Drive, Hamner Avenue, and Arlington Avenue.

Geologically, the proposed SART Project follows the ancestral flood path of the Santa Ana River. The Santa Ana River has cut a wide path into the underlying rocks and deposited broad areas of alluvium at the surface, including older Pleistocene alluvium in the ancestral floodplain and recent (Holocene) alluvium in the active flood and river channel.

Hydrogeologically, the segments of the proposed Project west of the Santa Ana River lay at the southwestern edge of the Chino basin, the largest basin in the Upper Santa Ana Valley. That portion of the project area east of the Santa Ana River occurs at the northern edge of the Temescal Basin, which occupies the northwest end of the Elsinore structural trough. Underflow from adjacent basins and recharge from runoff and rainfall are the main sources of groundwater in the basins. The groundwater moves south in the western part of the Project area, and west and southwest in the eastern part, converging toward Prado Dam.

The majority of the Project area occurs within a zone of shallow groundwater (depths of less than 50 feet). Depths to groundwater are shallowest (as little as 10 feet) along the Santa Ana River channel and within the Prado Flood Control Basin, increasing to between 50 and 100 feet along the northern and southern margins of the Project area. In the Temescal Wash area, the estimated depth to groundwater is approximately 10 to 30 feet below grade and would be influenced by storm events.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** LU 4.1; LU 4.2; LU 5.3; LU 6.1; LU 6.3; LU 6.5; LU 6.6; LU 7.1; LU 7.5; LU 8.1; LU 8.2; LU 8.4; LU 9.1; LU 10.4; LU 11.1; LU 12.1; LU 12.3; LU 12.4; LU 12.6; LU 12.7; LU 13.1; LU 13.2; LU 13.3; LU 14.1; LU 14.2; LU 14.7; LU 14.8; LU 14.9; LU 17.1; LU 17.3; LU 17.6; LU 18.2; LU 19.1; LU 19.3; LU 19.4; LU 20.1; LU 20.2; LU 20.4

2. **Circulation:** C 1.2; C 1.3; C 1.7; C 2.1; C4.1, C 4.2; C 4.5; C 4.7; C 4.8; C 4.9; C 7.5; C 15.1; C 15.2; C 15.3; C 15.5; C 16.1; C 16.2; C 16.3; C 16.4; C 16.5; C 16.6; C 16.7; C 17.1; C 17.2; C 17.3; C 17.4; C 18.1; C 18.2; C 18.3; C 19.1; C 20.7; C 20.8; C 20.12; C 20.13

3. **Multipurpose Open Space:** OS 2.2; OS 3.3; OS 4.4; OS 5.1; OS 5.2; OS 5.3; OS 5.4; OS 5.5; OS 5.6; OS 6.1; OS 6.2; OS 9.3; OS 9.4; OS 17.1; OS 17.2; OS 18.1; OS 19.2; OS 19.4; OS 19.5; OS 19.8; OS 19.9; OS 19.10; OS 20.4; OS 20.5; OS 21.1

4. **Safety:** S 1.1; S 2.1; S 2.2; S 2.3; S 2.5; S 2.6; S 2.7; S 3.1; S 3.3; S 3.4; S 3.5; S 3.6; S 3.8; S 3.13; S 4.1; S 4.2; S 4.4; S 4.5; S 4.6; S 4.7; S 4.8; S 4.9; S 4.10; S 5.1

5. **Noise:** N 1.1; N 1.3; N 1.4; N 1.5; N 1.6; N 1.8; N 7.1; N 7.2; N 7.4; N 8.3; N 10.1; N 10.5; N 12.1; N 12.2; N 12.4; N 13.5; N 13.8; N 15.1; N 15.2

6. **Housing:** N/A.

7. **Air Quality:** AQ 1.1; AQ 2.1; AQ 2.2; AQ 4.7; AQ 8.9; AQ 10.3; AQ 17.3; AQ 17.4.

B. General Plan Area Plan(s): Temescal Canyon Area Plan; Eastvale Area Plan; Jurupa Area Plan.

C. Foundation Component(s): Open Space; Community Development.

D. Land Use Designation(s):

1. **Riverside County Designations:** Open Space-Conservation; Open Space-Conservation Habitat; Open Space-Recreation; Open Space-Water; Community Development-Public Facilities.

2. **City of Corona Designations:** Open Space General; Low Density Residential.

3. **City of Norco Designations:** Commercial Community; Parks; Public Lands; Residential Agricultural; Residential Low; Water Related.

E. Overlay(s), if any: N/A.

F. Policy Area(s), if any: Santa Ana River Policy Area; CR Policy Area.

G. Adjacent and Surrounding:

1. **Area Plan(s):** Temescal Canyon Area Plan; Eastvale Area Plan; Jurupa Area Plan.

2. **Foundation Component(s):** Open Space; Community Development; Rural Community; Rural; Agricultural.

3. **Land Use Designation(s):**

a. Riverside County Designations: Community Development-Light Industrial; Community Development-Low Density Residential; Community Development-Medium Density Residential; Community Development-Public Facilities; Rural Community-Very Low Density Residential; Open Space-Conservation; Open Space-Conservation Habitat; Open Space-Mineral Resources; Open Space-Recreation; Open Space-Water.

b. City of Corona Designations: General Commercial; Light Industrial; Low Density Residential; Medium Density Residential; Mixed Use: Industrial and Commercial; Open Space General; Open Space Recreational.

c. City of Norco Designations: Commercial Community; Commercial Office; Existing Schools; Institutional; Parks; Public Lands; Residential Agricultural; Residential Low; Water Related.

4. **Overlay(s), if any:** Community Center Overlay

5. **Policy Area(s), if any:** Santa Ana River Policy Area; Protected Equestrian Sphere Policy Area; Limonite Avenue Policy Area; Business Park Policy Area.

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** N/A.

2. **Specific Plan Planning Area, and Policies, if any:** N/A.

I. Existing Zoning:

1. Riverside County Zoning: Light Agricultural (A-1); Heavy Agricultural (A-2); Residential Agricultural (R-A); Rural Residential (R-R); Open Area Combining Zone Residential Developments (R-5); Watercourse, Watershed, and Conservation Areas (W-1).

2. City of Corona Zoning: Agricultural (A); Park (P).

3. City of Norco Zoning: Agricultural Estate (A-E); Agricultural Residential – Low Density (A-1-20); Agricultural Residential – Low Density (A-1-40); Commercial General (C-G); Limited Development (LD); Residential – Single Family (R-1-10); Open Space (OS).

J. Proposed Zoning, if any: N/A.

K. Adjacent and Surrounding Zoning:

1. Riverside County Zoning: Light Agricultural (A-1); Heavy Agricultural (A-2); Mineral Resources (M-R); Residential Agricultural (R-A); Rural Residential (R-R); One Family Dwellings (R-1); General Residential (R-3); Planned Residential (R-4); Open Area Combining Zone Residential Developments (R-5); Watercourse, Watershed, and Conservation Areas (W-1); Controlled Development Areas (W-2).

2. City of Corona Zoning: Agricultural (A); Commercial General (CG); General Manufacturing (G2); General Manufacturing (Oil [M2/O]); Golf Course (GC); Light Manufacturing (M1); Low Density Multiple Family Residential (R2); Neighborhood Commercial District (NCD); Single Family Residential.

3. City of Norco Zoning: Agricultural Estate (A-E); Agricultural Residential – Low Density (A-1-20); Agricultural Residential – Low Density (A-1-40); Commercial (C-4); Commercial General (C-G); Commercial Office (C-O); Limited Development (LD); Residential – Single Family (R-1-10); Open Space (OS); Preservation and Development (PAD).

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.
☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant

effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature

12-1-11
Date

Scott Bangle
Printed Name

ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources a) Have a substantial effect upon a scenic highway corridor within which it is located?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐

Source: Riverside County General Plan Circulation Element; Riverside County General Plan Figure C-9 "Scenic Highways."

Findings of Fact:

a) County of Riverside General Plan and California Department of Transportation (Caltrans) do not identify a State scenic highway within the vicinity of the Project area. SR-71 and SR-91 are both identified as "Eligible" State Scenic Highways, although not officially designated. The nearest officially designated highway within the County is SR-243, approximately 50 miles east of the Project area.

b) The County of Riverside General Plan does not identify specific scenic vistas within the Project area. The Visual Resources component of City of Corona General Plan's Environmental Resources Element, however, does identify both general (i.e., hillsides, valleylands, floodplains, open space) and specific locations (i.e., Santa Ana and San Bernardino Mountains, Chino Hills, Prado Basin, Temescal Wash) of visual importance to the area.

Most of the proposed development would occur on relatively consistent topography at or around grade. Existing trees, brush, and vegetation would help screen the trails from offsite visual receptors. In developed areas, both paved and soft surface trails would visually blend in with existing development and would be visually consistent with all existing neighboring uses. The proposed Auto Center Drive Staging Area and associated components such as restrooms have the potential to partially limit vantage points along the horizon. Relative to their surroundings, however, these components would only minimally affect any nearby scenic vistas. Moreover, the trails would allow public access to visual resources that were previously inaccessible by foot, bicycle, or horseback.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

2. Mt. Palomar Observatory a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	☐	☐	☐	☒

Source: Riverside County Ordinance No. 655.

Findings of Fact:

a) The Project area is approximately 50 miles northwest of the Mt. Palomar Observatory. Riverside County Ordinance No. 655 establishes lighting standards for Zone A (the circular area 15 miles in radius centered on Palomar Observatory) and Zone B (the circular ring area defined by two circles, one 45 miles in radius centered on Palomar Observatory, and the other the perimeter of Zone A). The Project area falls outside of these defined areas.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

3. Other Lighting Issues a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐
b) Expose residential property to unacceptable light levels?	☐	☐	☒	☐

Source: Onsite Visual Survey; Preliminary Design Plans in the Santa Ana River Trail Master Plan (Appendix F).

Findings of Fact:

a) Project development could potentially create a new source of light and glare into the area. While no lighting is proposed along the trails, a minimal amount of lighting would be used at the proposed Auto Center Drive Staging Area and associated parking area for safety, security, and maintenance purposes. Commercial and light industrial uses occur north, east, and south of the proposed staging area. No sensitive receptors have been identified in these areas. The area west of the proposed staging area, however, is currently undeveloped, open space. Should the proposed Project receive approval, this area would contain segments of the trails and recreational users. Bicyclists, equestrian, pedestrian, and other recreational users would be considered sensitive receptors. Since sensitive receptors could potentially be present on and around the proposed staging area, implementation of

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Mitigation Measure AES-1 is deemed necessary to reduce the effects of Project-generated light. Compliance with Mitigation Measure AES-1 would reduce impacts to less than significant.

b) A nominal amount of reflective surfaces would be anticipated in the proposed Staging area, primarily originating from parked vehicles, restroom structures, and trash receptacles. In the case of the glare emanating from parked vehicles, these specific impacts would be temporary, primarily because (1) vehicles would not be permanent fixtures in the parking areas, and (2) glare is directly influenced by the time of day and the angle of the Sun, which are constantly changing. The proposed staging area and associated structures would include glare-resistant surfaces such as flat paints and natural materials that would further reduce glare impacts. The glare impacts would be minimal and not adversely affect views in the Project area.

Mitigation:
MM AES-1: All new lighting associated with the trail system and the staging areas shall employ hooded energy efficient light fixtures to direct light downward and away from both trail users and neighboring uses.

Monitoring: The installation of light fixtures would occur concurrently with the construction of the proposed Auto Center Drive Staging Area. Prior to final approval and/or the issuance of occupancy permits, the County of Riverside shall confirm that light fixtures on and around the structures and parking area are affixed with properly installed and operating hoods/shields. During routine scheduled maintenance, County maintenance personnel shall be charged with inspecting light hoods/shields to confirm that the hoods/shields are continuing to perform adequately. This task shall be included on the routine maintenance checklist for the Auto Center Drive Staging Area, with compliance confirmed monthly by a maintenance supervisor or someone in a similar role.

AGRICULTURE & FOREST RESOURCES Would the project				
4. Agriculture 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 agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	☐	☐	☒	☐
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 “Right-to-Farm”)?	☐	☐	☒	☐
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☒	☐

Source: Riverside County General Plan Multipurpose Open Space Element; Riverside County Figure OS-2 “Agricultural Resources”; California Department of Conservation Farmland Mapping and Monitoring Program Maps.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Findings of Fact:

a, b, c, d) The City of Corona has zoned portions of Reach IV to Reach VIII, generally surrounding the Corona Municipal Airport, as Agricultural. Additionally, the County of Riverside has zoned portions of the proposed Project, including parts of Reach XII at the Hidden Valley Wildlife Area and parts of Reach VIII generally north of Bluff Street, as Agriculutural. Although historical agriculural uses could have potentially occurred in these areas, no farming, grazing, dairy, or other agricultural uses currently occur on or adjacent to the Project site. Instead, these areas are presently dominated by undeveloped open space. In addition, the majority of these areas are within the Prado Flood Control Basin and within the 566 foot innundation mark. Agricultural uses in these areas would be regulated, controlled, and sometimes restricted by the USACE. Moreover, although zoned as Agricultural, the Project site is not located on lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

While the proposed Project involves the development of a regional segment of SART, the trails would not significantly conflict with the current Agricultural zoning and would not interfere should agricultural uses commence nearby. Neither the proposed Project nor any associated elements would change the existing environment to the extent that the surrounding Agricultural zoned lands would require conversion to non-agricultural uses.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

5. Forest	☐	☐	☐	☒
a) 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 Govt. Code section 51104(g))?				
b) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	☐	☐	☐	☒

Source: Riverside County General Plan Multipurpose Open Space Element; Riverside County General Plan Figure OS-3 “Parks, Forests and Recreation Areas.”

Findings of Fact:

a, b, c, d) The Project site is not located on lands designated as forest land or timberland or zoned for Timberland Production. Since no forest land occurs within the vicinity of the Project site no element of the proposed Project would result in the loss or conversion of forest land. Moreover, Project development would not involve other changes in the existing environment that could result in the conversion of forest land. Since no forest land occurs within the vicinity of the Project site, no element

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

of the proposed Project would change the existing environment to the extent that such land use designations would be altered.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

AIR QUALITY Would the project				
6. Air Quality Impacts a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	☐	☐	☒	☐
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	☐	☐	☒	☐
f) Create objectionable odors affecting a substantial number of people?	☐	☒	☐	☐

Source: Air Quality and Greenhouse Gas Analysis (Appendix A).

Findings of Fact:

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. The proposed Project is located in the South Coast Air Basin, which is within the South Coast Air Quality Management District (SCAQMD) jurisdiction. Therefore, guidance and thresholds recommended by the SCAQMD are used in the analysis. For background information on pollutants, greenhouse gases, and regulatory information, please refer to the Air Quality and Greenhouse Gas Analysis Report contained in Appendix A. The following is a summary of that report.

The South Coast Air Basin is in nonattainment for nitrogen dioxide, ozone, and particulate matter (PM_{10} and $PM_{2.5}$), which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants. Ambient air quality standards for criteria pollutants are set by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) to protect the health of sensitive individuals. Criteria pollutants include ozone, PM_{10}, $PM_{2.5}$, carbon monoxide (CO), nitrogen dioxide, lead, and sulfur dioxide. Ozone is formed through reactions of volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight.

To assist Lead Agencies in the analysis of project-related air pollutants, the SCAQMD recommends use of regional and localized significance thresholds. If Project emissions are over the thresholds, the proposed Project would result in a significant impact.

Emissions during construction and operation of the proposed Project were estimated using URBEMIS 2007. Modeling assumptions are contained in Section 4 of the Air Quality and Greenhouse Gas Analysis Report (Appendix A). To summarize, the new trail segment area was calculated using the proposed width and length to generate fugitive dust estimates. Exhaust emissions estimates were generated using a suite of assumed construction equipment. Emissions during construction are shown in Table 3. As shown in the table, the emissions do not exceed the SCAQMD's regional significance thresholds.

Table 3: Construction Air Pollutant Emissions

Source	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Trail grading and paving (various phases)	3.8	23.6	14.4	<0.1	4.8	2.2
Auto Center Drive grading	2.6	20.6	11.9	<0.1	9.7	2.7
Auto Center Drive facility installation	4.4	13.5	75.3	0.1	1.5	1.1
Auto Center Drive paving	2.3	11.7	8.9	<0.1	0.9	0.8
Maximum Daily Emissions	3.8	23.6	75.3	0.1	9.7	2.7
Significance Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Note:
The maximum daily emissions refer to the maximum emissions that would occur in one day; it was assumed that the grading activities do not occur at the same time as the other construction activities; therefore, their emissions are not summed.
VOC = volatile organic compounds NO_X = nitrogen oxides CO = carbon monoxide
SO_X = sulfur oxides PM_{10} and $PM_{2.5}$ = particulate matter
Source: Michael Brandman Associates, 2011 (Appendix A).

The localized assessment methodology limits the emissions in the analysis to those generated from onsite activities. The onsite emissions from construction of the proposed Auto Center Drive Staging Area are compared with the localized significance thresholds and have been summarized in Table 4. The onsite emissions from construction of the trail alignments are shown in Table 5. Note that both grading and paving operations are added together. This is a worst-case scenario, as it is likely that in one particular area, grading would occur and then paving would occur afterwards, so they would not be occurring at the same time. The onsite emissions were generated by URBEMIS, as discussed in the Air Quality and Greenhouse Gas Analysis Report (Appendix A). Onsite emissions are from fugitive dust during grading and off-road diesel emissions. As shown in the tables, unmitigated emissions during construction do not exceed the localized significance thresholds.

Table 4: Onsite Construction Emissions (Auto Center Drive Staging)

Activity	Onsite Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Grading: Auto Center Drive Staging	20.6	11.1	9.7	2.7
Building: Auto Center Drive Staging	9.8	8.8	0.8	0.7
Paving: Auto Center Drive Staging	10.1	6.8	0.8	0.8
Maximum Daily Emissions	20.6	11.1	9.7	2.7
Localized Significance Threshold	170	883	75	23
Exceed Threshold?	No	No	No	No

Note:
Each of the above activities does not occur at the same time; therefore, the maximum daily emissions represent the maximum emissions that would occur in one day.
Source: Michael Brandman Associates, 2011 (Appendix A).

Table 5: Onsite Construction Emissions (Trail Construction)

Activity	Onsite Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Grading and trail preparation and paving	22.0	12.1	4.7	2.1
Localized Significance Threshold	170	883	6	4
Exceed Threshold?	No	No	No	No

Note:
Each of the above activities does not occur at the same time; therefore, the maximum daily emissions represent the maximum emissions that would occur in one day.
Source: Michael Brandman Associates, 2011 (Appendix A).

Operational emissions from emission sources generated both onsite and offsite as derived from the URBEMIS 2007 model are shown in Table 6 for the summer season. As shown in the table, the proposed Project's operational emissions do not exceed the SCAQMD's regional thresholds and are considered less than significant.

Table 6: Operational Air Pollutant Emissions

Source	Summer Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Landscaping	0.1	<0.1	1.6	<0.1	<0.1	<0.1
Motor vehicles and horse trailers	2.7	3.1	38.6	0.1	8.5	1.6
Total	2.8	3.1	40.2	0.1	8.5	1.6
Significance Threshold	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Notes:
VOC = volatile organic compounds NO_x = nitrogen oxides CO = carbon monoxide
SO_x = sulfur oxides PM_{10} and $PM_{2.5}$ = particulate matter <0.1 = less than 0.1
Source: Michael Brandman Associates, 2011, (Appendix A). (See Appendix A's report Appendix named URBEMIS Output.

a) As discussed in more detail in the Air Quality and Greenhouse Gas Analysis Report (Appendix A), the proposed Project would not conflict with or obstruct implementation of the Air Quality Management Plan for the following reasons. First, the project would not violate any ambient air quality standard, as is discussed in (b) below. Secondly, the project would comply with all applicable rules and regulations contained within the Air Quality Management Plan.

b) The localized significance thresholds represent the maximum project emissions that would not result in an increase that would exceed the most stringent applicable federal or State ambient air quality standard. Table 4 and Table 5 above demonstrate that the project would not exceed the localized significance thresholds. Therefore, project emissions would not cause or contribute to a local increase that would exceed the appropriate ambient air quality standard. The proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation during construction.

Although there are localized significance thresholds for operation of similar projects, the proposed Project would not result in substantial onsite emissions. There may be some onsite emissions from vehicles traveling in the parking area of the proposed Auto Center Drive Staging Area or other parking lots; however, these emissions would be minor. There may also be minor quantities of dust from the trails; however, one trail would be paved and one would be comprised of decomposed granite or similar substance, which would significantly reduce dust emissions. Operational emissions would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

c) Section 15130(b) of the CEQA Guidelines states the following:

The following elements are necessary to an adequate discussion of significant cumulative impacts: 1) Either: (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior

environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

In accordance with CEQA Guidelines 15130(b), this analysis of cumulative impacts is based on a summary of projections analysis. This analysis considers the current CEQA Guidelines, which includes the recent amendments approved by the Natural Resources Agency and effective on March 18, 2010. This analysis is based on the SCAQMD's 2003 and 2007 Air Quality Management Plans. The South Coast Air Basin is in nonattainment for ozone, particulate matter (PM_{10} and $PM_{2.5}$), and nitrogen dioxide, which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants. When concentrations of ozone, PM_{10}, $PM_{2.5}$, and nitrogen dioxide exceed the ambient air quality standard, then those sensitive to air pollution (i.e., children, elderly, sick) could experience health effects such as decrease of pulmonary function and localized lung edema in humans and animals, increased mortality risk, and risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans.

Under the amended CEQA Guidelines, cumulative impacts may be analyzed using other plans that evaluate relevant cumulative effects. The Air Quality Management Plans describe and evaluate the future projected emissions sources in the South Coast Air Basin and sets forth a strategy to meet both State and federal Clear Air Act planning requirements and federal ambient air quality standards. Therefore, the Air Quality Management Plans are relevant plans for a CEQA cumulative impacts analysis. The 2003 Air Quality Management Plan updates the attainment demonstration for the federal standards for ozone and PM_{10}; replaces the 1997 attainment demonstration for the federal CO standard and provides a basis for a maintenance plan for CO for the future; and updates the maintenance plan for the federal nitrogen dioxide standard that the South Coast Air Basin has met since 1992. The 2007 Air Quality Management Plan focuses on ozone and $PM_{2.5}$. It also incorporates significant new scientific data, emission inventories, ambient measurements, control strategies, and air quality modeling.

In accordance with CEQA Guidelines section 15064, subdivision (h)(3), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program. The proposed Project complies with the control measures in the 2003 and the 2007 Air Quality Management Plans and all of the SCAQMD's applicable rules and regulations. Under the CEQA Guidelines Amendments, the lead agency should explain how implementing the particular requirements in the plan, regulation, or program ensures that the proposed Project's incremental contribution to the cumulative effect is not cumulatively considerable. To explain how implementing the requirements in the Air Quality Management Plans ensures the proposed Project's incremental contribution to the cumulative effect is not cumulatively consideration, the following three-pronged analysis was performed. To result in a less than significant impact, the following criteria must be true:

1. Regional analysis: Emissions of nonattainment pollutants below the regional significance thresholds.
2. Plan approach: Project consistency with current air quality attainment plans including control measures and regulations.
3. Cumulative health impacts: Less than significant cumulative health effects of the nonattainment pollutants.

Criterion 1: Regional Analysis
If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically exceeded the ambient air quality standard. It follows that if a project exceeds the regional threshold for that nonattainment pollutant, then it would result in a cumulatively considerable net increase of that pollutant and result in a significant cumulative impact.

The South Coast Air Basin is in nonattainment for PM_{10}, $PM_{2.5}$, nitrogen dioxide, and ozone. Therefore, if the project exceeds the regional thresholds for PM_{10}, or $PM_{2.5}$, then it contributes to a cumulatively considerable impact for those pollutants. If the proposed Project exceeds the regional threshold for NO_X or VOC, then it follows that the project would contribute to a cumulatively considerable impact for ozone. If the proposed Project exceeds the NO_X threshold, it could contribute cumulatively to nitrogen dioxide concentrations and particulate matter (PM_{10} and $PM_{2.5}$).

The regional significance analysis of construction and operational emissions (see Table 5 and Table 6) demonstrated that emissions are below the SCAQMD regional significance thresholds. Therefore, the proposed Project does not contribute to a cumulative impact according to this criterion.

Criterion 2: Plan Approach
The geographic scope for cumulative criteria pollution from air quality impacts is the South Coast Air Basin, because that is the area in which the air pollutants generated by the sources within the basin circulate and are often trapped. The SCAQMD is required to prepare and maintain an Air Quality Management Plan and a State Implementation Plan to document the strategies and measures to be undertaken to reach attainment of ambient air quality standards. While the SCAQMD does not have direct authority over land use decisions, it is recognized that changes in land use and circulation planning are necessary to maintain clean air. The SCAQMD evaluated the entire Basin when it developed the Air Quality Management Plan. According to the analysis contained in (a) above, the proposed Project is consistent with the most recent Air Quality Management Plan. Therefore, the proposed Project presents a less than significant impact according to this criterion.

Criterion 3: Cumulative Health Impacts
The Basin is in nonattainment for ozone, nitrogen dioxide, PM_{10}, and $PM_{2.5}$, which means the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (such as the elderly, children, and the sick). Therefore, when the concentration of those pollutants exceeds the standard, it is likely that some sensitive individuals in the population would experience health effects that were described in the Air Quality and Greenhouse Gas Analysis Report (Appendix A). However, the health effects are a factor of the dose-response curve. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact results from project emissions, it does not mean that 100 percent of the population would experience health effects.

The regional analysis of construction and operational emissions (see Table 5 and Table 6) indicates that the proposed project would not exceed the SCAQMD regional significance thresholds. Therefore, the proposed Project would not result in cumulative health impacts.

d, e) The localized significance thresholds represent the maximum project emissions that would not cause or contribute to an increase that would exceed the most stringent applicable federal or State ambient air quality standard. Table 4 and Table 5 above demonstrate that the proposed Project would not exceed the localized significance thresholds. Therefore, project emissions would not cause

or contribute to a local increase that would exceed the appropriate ambient air quality standard. The standards are set to protect the health of sensitive individuals. Therefore, since the standards would not be exceeded, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations of CO, nitrogen dioxide, PM_{10}, or $PM_{2.5}$.

The construction equipment would emit diesel particulate matter, which is a carcinogen. However, the diesel particulate matter emissions are short-term. Determination of risk from diesel particulate matter is considered over a 70-year exposure time. The construction activities would only remain in a specific location for a short period (six months or less). Therefore, considering the dispersion of the emissions and the short time frame, exposure to diesel particulate matter is anticipated to be less than significant.

The trails travel past some industrial and warehouse locations. However, those using the trails would not remain in that location for long and would just be passing through. Therefore, any sensitive receptors using the trails would not be exposed to substantial pollutant concentrations.

f) The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the proposed Project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The proposed Project does not contain land uses typically associated with emitting objectionable odors. Horses may use the trail. Horse manure can be odorous. The quantity of manure anticipated along the trails would not be substantial and would quickly dry in the arid conditions that exist in Riverside County. Nevertheless, to ensure that odors from horse manure do not negatively impact the nearby sensitive receptors, mitigation is recommended.

Diesel exhaust and VOCs would be emitted during construction of the proposed Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site, and therefore, should not reach an objectionable level at the nearest sensitive receptors.

Mitigation:
MM AIR-1: As part of routine scheduled trail maintenance, the trails shall be maintained by the County of Riverside at least once a month to remove any horse manure that may be on the trails. The manure would be properly disposed of at approved/permitted facilities.

Monitoring: During routine scheduled maintenance, County maintenance personnel shall be charged with removing any horse manure that may be on the trails. This task shall be included on the routine maintenance checklist for the trails, with compliance confirmed monthly by a maintenance supervisor or someone in a similar role.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES Would the project				
7. Wildlife & Vegetation a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☐	☒	☐
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	☐	☐	☒	☐
c) 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. Wildlife Service?	☐	☒	☐	☐
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) 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?	☐	☐	☒	☐
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

Source: Habitat Assessment and MSHCP Consistency Analysis (Appendix B).

Findings of Fact:

A Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis of the SART was conducted and is included in Appendix B. This document assessed both existing environmental conditions and potential impacts to a number of biological species covered under the MSHCP. In addition to this document, a series of focused surveys for burrowing owl, sensitive plant species and least Bell's vireo were conducted to assess consistency of the goals of the MSHCP.

a) The SART project is considered a conditionally compatible use within the MSHCP as discussed in Section 7.4.2 of the MSHCP. The impacts associated with the trails have been considered in evaluating the overall impacts addressed in the MSHCP. The allowance of trails within MSHCP

Conservation Areas is an important part of the MSHCP because it gives the public the opportunity to experience and appreciate the natural environment that is being protected. As discussed in Section 7.4.2 of the MSHCP, in order to quantify the anticipated impacts within the MSHCP Conservation Area for the new regional trails and facilities described above, the following method was used: (1) maps were prepared showing the approximate locations of proposed trails and facilities (Figure 7-4 of the MSHCP); (2) assumptions were made regarding trail widths and facility sizes (Table 7-16 of the MSHCP). A disturbance width of 20 feet was assumed for the existing adopted and future proposed regional trails. Although a 20-foot disturbance width was assumed, the actual width of these trails will be determined by County regulations and will range between 10 and 14 feet. Table 7 provides details on the impacts to vegetation for each Reach of the project. An overall impact for the 100-foot-wide analysis corridor and impacts specifically associated with trail construction by type of trail. The specific impacts listed in Table for the Reaches includes native vegetation only as indicated in green.

In order to comply with County of Riverside regulations, a trail design feature was incorporated that reduces trail widths located through identified conservation areas within the MSHCP (Public and Quasi-Public Lands). Soft surface trail widths range from 8 to 10 feet wide and would be separated by 4 or 5 feet from the paved trails when adjacent. Paved trail widths range from 8 to 12 feet. Trail widths would be restricted within identified conservation areas and, in all cases, the trails would be placed along the margins of the conservation areas or would take advantage of previously disturbed areas for the routing.

b) The study area does not contain suitable substrate and associated vegetation to support any of the nine sensitive plant species known to occur in the region. Much of the habitat within the study area is heavily disturbed, compacted, developed, or consists of non-native plant communities that would not typically support sensitive plant species. Many of the sensitive plant species could potentially occur in coastal sage scrub plant communities. However, no sensitive plants were observed in the limited coastal sage scrub communities located in Reach VIII during any of the Narrow Endemic plant surveys. Therefore, no sensitive plants species are expected to occur within the study area.

The study area contains suitable habitat for 18 sensitive wildlife species known to occur in the region, including: burrowing owl, coastal California gnatcatcher, least Bell's vireo, western yellow-billed cuckoo, long-eared owl, yellow warbler, yellow-breasted chat, southern rufous-crowned sparrow, Southwestern willow flycatcher, pallid bat, pocketed free-tailed bat, western mastiff bat, western yellow bat, orange throated whiptail, Santa Ana sucker, California mountain kingsnake, coast horned lizard, and two-striped garter snake. Throughout the surveys included in Appendix B, least Bell's vireo, white-tailed kite and yellow warbler were directly observed by MBA biologists during the course of general habitat surveys and focused surveys. Therefore, these sensitive wildlife species could potentially occur within the study area.

Delhi sands flower-loving fly is known to occur in Delhi sands soil. Although, Delhi fine sand soil occurs in Spur A of Reach IX, the microhabitats, including suitable host plants, are not present. Therefore, no suitable habitat occurs within the study area for Delhi sands flower-loving fly.

The study area contains southern cottonwood willow riparian forest, a sensitive plant community known to occur in the region. This observed plant community provides suitable habitat for a number of sensitive riparian wildlife species.

Where feasible, efforts have been undertaken during the proposed Project's design process to align the proposed trail alignments on or adjacent to developed areas while still meeting the purpose and

need of the Proposal. Much of the proposed trail alignments either border or traverse developed or otherwise disturbed land. In undeveloped areas, the proposed trail alignments and their associated improvements were designed to both reduce adverse impacts to Critical Habitat—primarily through trail width reduction—and to use areas of existing disturbance, rather than higher quality habitat.

In areas that are not currently served by existing trails, and even in those areas that are presently served, some equestrian users occasionally travel off-trail. Off-trail riding poses a threat to sensitive species in the area, including nesting birds such as least Bell's vireo that build their nests in lower laying brush. This poses a threat to sensitive habitats and plant communities, as off-trail riding contributes to the spread of seeds of non-native and invasive species. Development of the proposed Project would curtail such damaging activity.

Additional project design features that would be implemented and that should reduce adverse impacts In addition to these design features, mitigation measures to reduce direct impacts to sensitive species include Mitigation Measure BIO-1 and Mitigation Measure BIO-2, which calls for construction and operation avoidance during the nesting season.

c) Project development would likely impact habitat for least Bell's vireo in Reaches IV, V, VI, VII, VIII, and XI, as well as the spur trails in Reach IX. These portions of the trails are within Critical Habitat for least Bell's vireo. These same Reaches could also potentially impact habitat for Southwestern willow flycatcher and coastal California gnatcatcher. To the greatest extent possible, all of the Reaches were designed to avoid existing habitat. However, in order to meet the purpose and need of the proposed Project, trails were designed within or adjacent to habitat.

A Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis was completed for the entire proposed Project (Appendix B). Based on the habitat assessment, focused surveys for burrowing owl, sensitive plants, and least Bell's vireo were conducted throughout the entire proposed and alternative alignments. These surveys were conducted in a corridor covering approximately 50 feet on each side of a centerline for the proposed trails. . A maximum of 3.8 acres of least Bell's vireo habitat would be permanently lost to the SART (see Table 7). The exact total would be determined when final design drawings are completed. The trail alignment will be within the 100-foot-wide corridor discussed while the final design would avoid impacts to the southern willow scrub and mulefat scrub through minor routing changes within the corridor and trail width reduction.

While there is suitable habitat for burrowing owls and sensitive plants, none were found in protocol surveys conducted in 2010 (Appendix B). Protocol surveys for least Bell's vireo were conducted in Reaches IX (Spur A) and along portions of Reach XI. Least Bell's vireo were found nesting at both locations. In addition, based on previous surveys by the OCWD in the Prado Basin downstream of the River Road Bridge to the Prado Dam, nesting least Bell's vireo are present and have been persistently present since surveys were initiated.

The SART project is considered a conditionally compatible use within the MSHCP as discussed in Section 7.4.2 of the MSHCP. The impacts associated with the trails have been considered in evaluating the overall impacts addressed in the MSHCP. Changes, as discussed in response a) above, further reduce impacts to sensitive species and comply with the letter and spirit of Section 7.4.2 as a compatible use.

Where feasible, the trails have been located upon more developed areas while still meeting the purpose and need of the proposed Project. Much of the trails either border or traverse developed or otherwise disturbed lands. In areas that are undeveloped, the trails and their associated improvements were designed to both reduce impacts to Critical Habitat—primarily through trail width reduction—and to use areas of existing disturbance, rather than better quality habitat. In addition to these design features, mitigation measures to reduce direct impacts to sensitive species include Mitigation Measure BIO-1 and Mitigation Measure BIO-2, which calls for construction and operation avoidance during the nesting season.

d) The proposed Project, while linear in nature, would have little interference with the movement of wildlife species in the area, as the profile of the trails would be generally low and the width not substantial. The proposed Project is within proposed Constrained Linkage 2, connecting Core Area A and B. The design of the trails, immediately adjacent to the existing Outflow Channel, would not increase or decrease the movement of wildlife species in the area. Major portions of the trail are along existing developed areas or along the margins of developed areas. The main wildlife movement would be at Constrained Linkage 2. Currently, this area is influenced by numerous activities associated with the operation of Prado Dam. The proposed Project would not substantially increase either disturbance or activities.

e) A Habitat Assessment and Western Riverside MSHCP Consistency Analysis was completed for the entire proposed Project. A riparian/riverine consistency analysis for the proposed Project was completed and the 35-percent construction drawings have been modified to reduce impacts to a minimum. These designs also have been modified to decrease impacts to any drainages that would be crossed by the trails. In addition, the crossings have been designed to avoid altering any drainage patterns and to avoid changing water quality or sediment discharge. Under the 35-percent construction drawings, a maximum of 3.8 acres of riparian/riverine habitat would be impacted by the proposed Project during both construction and operation.

The proposed Project is considered a covered activity under the MSHCP (Section 7.4.2). Guidelines in Section 7.5.1 of the MSHCP outline measures regarding trails and trail facilities. These measures were included in all of the design features associated with the trail system. Where feasible, the trails have been located upon more developed areas while still meeting the purpose and need of the proposed Project. Much of the trails either border or traverse developed or otherwise disturbed lands. In areas that are undeveloped, the trails and their associated improvements were designed to both reduce impacts to Critical Habitat—primarily through trail width reduction—and to use areas of existing disturbance, rather than better quality habitat.

f) The proposed Project was designed to minimally impact Waters of the United States and the State. A preliminary Jurisdictional Delineation of the proposed routes were completed to assess impacts to Waters of the US and the State, as well as to determine impacts to wetlands. This Jurisdictional Delineation was based on the 35-percent construction drawings and based on existing conditions. The delineation was spot-checked at several locations to verify the general characteristics of the drainage features. Based on the delineation results, a total of 0.69 acre of Waters of the United States under the jurisdiction of the USACE occur within the 100-foot survey area, with 0.30 acre (0.08 acre of temporary impacts and 0.22 acre of permanent impacts) potentially impacted by the proposed trail alignments. In addition, a total of 9.7 acres of Waters of the State under the jurisdiction of the California Department of Fish and Game occur within the 100-foot survey area, with 1.62 acres potentially impacted by the proposed trail alignments.

The proposed Project would temporarily impact approximately 165 linear feet of drainage feature and permanently impact approximately 410 linear feet of drainage feature, totaling 573 linear feet. Approximately 378 linear feet of drainage feature is associated with ephemeral drainage features. The remaining 195 linear feet is associated with intermittent or perennial flows.

A program for permits has been preliminarily outlined, and both Section 404 Permits and stream alteration agreements would be reached with the USACE, California Department of Fish and Game (CDFG), and the Santa Ana Regional Water Quality Control Board (RWQCB). Compensation in the form of in lieu fees for restoration and enhancement in the Santa Ana Watershed would be purchased through the Santa Ana Watershed Association (SAWA). Typical mitigation ratios used by the USACE in a permit program include 1:1 for temporary impacts and 2:1 for permanent impacts. Therefore, it is highly likely that a replacement of 0.27 acre would be required during the permitting process. Mitigation ratios for impacts to areas under CDFG jurisdiction can be as high as 3:1 for impacts to high quality riparian habitat. Therefore, 2.43 acres of mitigation would likely be required by CDFG during the permitting process. Following implementation of Mitigation Measure BIO-3, potential impacts would be reduced to less than significant.

g) The proposed Project would have minimal impacts on trees, with only trimming or removal of non-native species where necessary. The City of Corona has an Urban Forestry Program to protect trees along city streets. Any tree removals or trimming would be in compliance with this program. None of the impacted entities (County of Riverside, City of Corona, City of Norco, City of Eastvale, JCSD) have tree ordinances that would apply to the species present. Other biological resources are protected under the MSHCP as discussed in the Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis (Appendix B).

Mitigation:

MM BIO-1: Construction activities shall be avoided along all reaches of the SART during the nesting bird season between February 15 and September 1. A qualified biologist shall conduct surveys prior to construction to determine the presence/absence of nesting birds. If active nests are identified, consultation with CDFG and/or US Fish and Wildlife Service (USFWS) shall occur to determine appropriate procedures and implementing mitigation if construction activities have a direct or indirect impact on nesting birds.

MM BIO-2: Maintenance activities that involve tree-trimming activities shall be avoided along all reaches of the SART during the nesting bird season between February 15 and September 1. Prior to the commencement of tree trimming activities between September 1 and February 15, a qualified biologist shall conduct surveys to determine the presence/absence of nesting birds. If active nests are identified, tree-trimming activities shall only proceed in the affected area in the presence of a qualified biologist.

Monitoring: Prior to the commencement of either construction activities or tree trimming activities, a County of Riverside biologist shall conduct a Nesting Bird Survey, submitting the report for County approval upon completion. Should nesting birds or active nests are encountered during the survey, the County shall consult with CDFG and/or USFWS to determine appropriate procedures and further mitigation. No construction or tree trimming activities in areas with active nesting shall commence before CDFG and/or USFWS approval. Once construction or maintenance activities are allowed to proceed, the County shall monitor activities until completion, consulting with the CDFG and/or USFWS on a scheduled, routine basis. Progress reports shall accompany all monitoring activities.

MM BIO-3: Signage along the trail in sensitive habitats would be placed at appropriate locations warning the trail users to stay on the trail. The signs will state "SENSITIVE ENVIRONMENTAL AREA – PLEASE STAY ON THE TRAIL. ALL DOGS MUST BE KEPT ON LEASH AND ON THE TRAIL. THE TRAIL IS PATROLLED.

MM BIO-4: A site specific jurisdictional delineation based on the 100% construction drawings shall be completed prior to any disturbances along Reaches II,IV, V VII, IX and X. The results of the delineation and any required permitting efforts shall be submitted to the USACE and CDFG and RWQCB before initiation of work in those areas.

MM BIO-5: Referencing typical mitigation ratios used by the USACE and CDFG, during the permitting process the applicant shall replace a minimum of 0.6 acres for disturbing USACE habitat, and a minimum of 4.86 acres for disturbing CDFG habitat would be required. The compensation shall be at a 3:1 ratio as a combination of replacement of habitat along suitable portions of the trail and enhancement of habitat through arundo removal in the Prado Basin.

Monitoring: The Project applicant shall consult with both USACE and CDFG to determine the correct replacement ratios for wetland mitigation. The Project applicant would be required to satisfy the requirements of the USACE and the CDFD prior to receiving approval or permits. Work on the project shall not commence without signed permits from USACE, CDFG, and RWQCB and the conditions associated with those permits in place.

Table 7: Vegetation Communities and Impact Acres

Trail Segment	Agricultural	Coastal Sage Scrub	Developed	Disturbed	Freshwater Emergent Wetland	Mule Fat Scrub	Restored Vegetation	Non-Native Grassland	Open Water	Ornamental	Ruderal	Southern Willow Scrub	Total Native Plant Communities Acreage
Reach I	0	0	7.5	1.01	0	0	4.79	0.63	0.81	0	0	0	4.79
Paved Trail	0	0	0.41	0.14	0	0	0.18	0.03	0	0	0	0	0.18
Soft Trail	0	0	0.62	0.02	0	0	0.12	0	0.02	0	0	0	0.12
Reach II	0	0	0.26	1.88	0	0	4.34	3.07	0.05	0	0.28	0.21	4.55
Paved Trail	0	0	0	0.09	0	0	0.3	0.23	0	0	0	0.03	0.33
Soft Trail	0	0	0.07	0.15	0.43	0	0.39	0.01	0	0	0	0	0.82
Reach III	0	0	0	0.27	0	0.26	12.16	0.32	0	0.13	0	0	12.42
Paved Trail	0	0	0	0.01	0	0.02	1.3	0.04	0	0	0	0	1.32
Soft Trail	0	0	0	0.03	0	0.02	1.04	0.02	0	0.02	0	0	1.06
Reach IV	0	0	7.57	4.52	0	0.07	4.36	10.24	0	4.12	0.011	2.43	6.86
Paved Trail	0	0	1.09	0.23	0	0	0.12	0.28	0	0	0	0	0.12
Soft Trail	0	0	0.06	0.45	0	0	0	0.42	0	0.28	0	0.25	0.25
Both	0	0	0	0.21	0	0.01	0.18	0.47	0	0.01	0	0	0.19
Reach V	0	0	0.06	1.75	0	0.63	0.65	2.38	0	0	0	3.14	4.42
Paved Trail	0	0	0.01	0.53	0	0	0.07	0.09	0	0	0	0.02	0.09
Soft Trail	0	0	0	0.07	0	0	0	0.23	0	0	0	0.17	0.17

Trail Segment	Agricultural	Coastal Sage Scrub	Developed	Disturbed	Freshwater Emergent Wetland	Mule Fat Scrub	Restored Vegetation	Non-Native Grassland	Open Water	Ornamental	Ruderal	Southern Willow Scrub	Total Native Plant Communities Acreage
Reach VI	0	0	0.61	0	0.15	0.38	0	9.64	0	0	0	0.27	0.8
Paved Trail	0	0	0.01	0	0	0	0	0.92	0	0	0	0.02	0.02
Soft Trail	0	0	0.01	0	0	0	0	0.92	0	0	0	0.03	0.03
Reach VII	0	0	1.13	0	0	0	0	0.02	0.16	0	0	5.9	5.9
Paved Trail	0	0	0	0.01	0	0	0	0	0.02	0	0	0.6	0.6
Soft Trail	0	0	0	0	0	0	0	0	0.02	0	0	0.61	0.61
Reach VIII	0	0.72	11.37	1.07	0	0	0	11.24	0	1.7	0	14.58	15.3
Paved Trail	0	0	0.06	0.01	0	0	0	0.53	0	0	0	0.87	0.87
Soft Trail	0	0	0.01	0	0	0	0	0	0	0	0	0.01	0.01
Both	0	0.07	0	0.19	0	0	0	0.62	0	0.17	0	0.53	0.6
Reach IX	0.69	0	49.38	9.73	0	0.67	0	5.5	0.64	6.67	11.81	5.77	6.44
Paved Trail	0	0	2.16	0.02	0	0	0	0.04	0	0.04	0.58	0	0
Soft Trail	0.09	0	1.8	0.77	0	0	0	0.05	0.01	0.19	0.24	0.08	0.08
Both	0	0	0.86	0	0	0	0	0.23	0	0.21	0	0.01	0.01
Reach X	5.19	0	9.1	0.85	0	4.4	0	1.4	0.28	0.89	0.9	1.91	6.31
Paved Trail	0.24	0	0.27	0	0	0.38	0	0.01	0	0	0	0	0.38
Soft Trail	0.28	0	0.42	0.2	0	0.01	0	0	0.01	0.01	0.05	0.1	0.11

Trail Segment	Agricultural	Coastal Sage Scrub	Developed	Disturbed	Freshwater Emergent Wetland	Mule Fat Scrub	Restored Vegetation	Non-Native Grassland	Open Water	Ornamental	Ruderal	Southern Willow Scrub	Total Native Plant Communities Acreage
Reach XI	0	0	17.16	4.61	0	0.07	0	0	0.68	10.93	0.52	3	3.07
Paved Trail	0	0	1.28	0.44	0	0	0	0	0	0.46	0.01	0	0
Soft Trail	0	0	0.01	0.81	0	0	0	0	0	0.26	0	0.02	0.02
Reach XII	0	0	8.2	1.76	0	0.2	0	4.55	0	0	0	0	0.2
Paved Trail	0	0	0.7	0.12	0	0.01	0	0.34	0	0	0	0	0.01
Vegetation Totals	**5.88**	**0.72**	**112.34**	**27.45**	**0.15**	**6.68**	**26.3**	**48.99**	**2.62**	**24.44**	**13.52**	**37.21**	**158.01**
Vegetation Impacts	**0.61**	**0.07**	**9.85**	**4.48**	**0**	**0.45**	**3.7**	**5.47**	**0.08**	**1.65**	**0.88**	**3.35**	**15.57**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES Would the project				
8. Historic Resources				
a) Alter or destroy an historic site?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	☐	☐	☒	☐

Source: Cultural Resources Report (Appendix C); Riverside County General Plan Multipurpose Open Space Element; Riverside County General Plan Figure OS-7 "Historical Resources."

Findings of Fact:

A cultural resources and paleontological resources records search was conducted along the entire trail route and surrounding one mile buffer to assess potential impacts to these protected resources (Appendix C). A cultural resources survey was conducted along portions of the route that involved undeveloped land, in a linear arrangement following the 35-percent design drawings route. Areas of the route associated with existing trail segments and areas where existing streets would be used were not included in pedestrian surveys; however, aerial photography and "drive-by" surveys were conducted to assess potential impacts to historic resources.

a, b) A records search for the entire Corona-Norco-Eastvale project area was conducted. The search concluded that no historic resources having been previously found throughout the Project site. No known significant historical sites would be impacted by construction or operation of the proposed Project. Construction activities would involve the development of a regional segment of SART. Once construction activity has concluded, no other permanent physical impacts to the Project site would occur. Additionally, the impacts associated with the proposed Project would be similar with those of other nearby existing regional trails.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

9. Archaeological Resources				
a) Alter or destroy an archaeological site.	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
d) Restrict existing religious or sacred uses within the potential impact area?	☐	☒	☐	☐

Source: Cultural Resources Report (Appendix C); Riverside County General Plan Multipurpose Open Space Element; Riverside County General Plan Figure OS-6 "Relative Archeological Sensitivity of Diverse Landscapes."

Findings of Fact:

a, b) A records search for the entire Corona-Norco-Eastvale project area was conducted. The search concluded that prehistoric archaeological resources having been previously found throughout the Project site; however, considering the relatively invasive nature of construction and operation activities, known significant archaeological sites would not be impacted by the proposed Project. There is potential for buried archaeological resources to be encountered during excavation and construction. To reduce potential impacts to unique archaeological resources along the Project site, Mitigation Measures CR-1a, CR-1b, and CR-1c are recommended to reduce potential impacts to less than significant.

c, d) A records search and pedestrian survey did not identify human remains at the Project site. Additionally, a Sacred Lands search and written correspondence with the Native American Heritage Commission (NAHC) indicated that no known sacred sites, including burial grounds, occur on the Project site or its surroundings. Letters were sent to the persons indicated by the NAHC letter on March 1, 2011. Responses from three tribes were received (see Appendix C). However, based on a review of a database records search, thirteen prehistoric sites were identified within one mile of the Project site. Detection of archaeological resources within the records search radius suggests that the Project area was possibly used by local Native American populations prior to development of the agricultural industry. Thus, there is a low, albeit present, possibility that excavation and other ground-disturbing activities during construction could uncover previously unknown human remains. Therefore, impacts associated with this issue are potentially significant and Mitigation Measures CR-2a and CR-2b are identified to reduce the significance associated with this impact to less than significant.

Mitigation:

MM CR-1a: Prior to the issuance of construction permits, a qualified archaeologist shall be retained to initiate and supervise cultural resource mitigation monitoring during Project-related earthmoving in all areas of the Project exhibiting raw, undisturbed soils, subject to certain constraints found in Mitigation Measure CR-1b. In addition, based on tribal requests (Appendix C), tribal monitors shall be present during construction activities.

MM CR-1b: Project-related archaeological and Native American monitoring shall include the following constraints:

1. All construction-related earthmoving shall be monitored once a depth of three (3) feet below grade by the Project Archaeologist/Native American monitor or his/her designated representative.
2. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the study area has been disturbed and inspected by the Project Archaeologist/Native American monitor or his/her designated representative.
3. If cultural resources are uncovered, earthmoving shall cease in the area of a cultural artifact or potentially significant cultural site as delineated by the Project Archaeologist/Native American monitor or his/her designated representative. Earthmoving can continue in other areas of the project while the uncovered finds are investigated by the archaeologist.
4. If cultural artifacts are uncovered during grading, they shall be examined by a professional archaeologist and subject to Mitigation Measure CR-1c, and then curated in the Western

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Museum at Diamond Valley Lake. A mitigation-monitoring report must accompany the artifacts once they are donated to the museum facility.

MM CR-1c: Should buried prehistoric cultural resources be encountered during monitoring, the resources shall be Phase-II tested and evaluated by an outside firm for significance following CEQA Guidelines prior to continuance of grading in the area.

Monitoring: Signed contracts with an approved cultural resources firm and with any Native American groups shall be provided to the county Archaeologist before work can commence. The information contained in the contract shall outline procedures for monitoring and the steps should resources be discovered during construction. During grading and excavation activities, a County of Riverside archeologist shall routinely visit the Project site to monitor construction activities. The archeologist shall confirm that the measures are being properly implemented by verifying inclusion on grading plan notes.

MM CR-2a: In the event that human remains are discovered during construction activities, the Project Engineer shall ensure that federal laws and standards, including the Native American Graves Protections and Repatriation Act (NAGPRA) and its regulations found in the Code of Federal Regulations (CFR) Title 43, Part 10 shall be implemented.

MM CR-2b: In the event of an accidental discovery or recognition of human remains, the Project Engineer shall ensure that California State Health and Safety Code § 7050.5 requirements are met, and ensure no further disturbance occurs until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA and Public Resource Code (PRC) § 5097.98.

Monitoring: During grading and excavation activities, a County of Riverside archeologist shall routinely visit the Project site to monitor construction activities. The archeologist shall confirm that the measures are being properly implemented by verifying inclusion on grading plan notes.

10. Paleontological Resources a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	☐	☒	☐	☐

Source: Cultural Resources Report (Appendix C); Riverside County General Plan Multipurpose Open Space Element; Riverside County General Plan Figure OS-8 “Paleontological Sensitivity.”

Findings of Fact:

a) A records search and pedestrian survey did not identify paleontological resources at the Project site. The Project area consists of surface deposits of younger Quaternary Alluvium derived from the alluvial sands and gravels of the Santa Ana River. Typically, these deposits are not likely to contain significant vertebrate fossils. Deeper subsurface deposits, however, consist of older Quaternary material, which could potentially yield paleontological resources. Should excavation activities associated with construction of the proposed Project occur at a depth of 8 feet or greater, it is highly possible that significant paleontological resources would be uncovered, resulting in potentially significant impacts. The implementation of Mitigation Measures CR-3a and CR-3b would reduce impacts associated with paleontological resources to less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Mitigation:

MM CR-3a: During all ground-disturbing activities at or below a depth of 8 feet from the ground surface, a qualified paleontologist shall monitor excavation activities. The paleontologic monitor shall be equipped to salvage fossils, as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens.

MM CR-3b: In the event that paleontological resources are encountered, then a qualified paleontologist shall ensure the preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. The paleontologist shall ensure that the specimens are properly identified and curated with an established, accredited museum repository with permanent retrievable paleontologic storage. The paleontologist shall provide a report of findings with an appended itemized inventory of specimens to the Project Engineer.

Monitoring: A Paleontological Resources Mitigation Plan shall be submitted to the County Geologist prior to the start of construction. No work shall occur prior to the approval of the County Geologist. During grading and excavation activities, a County of Riverside Geologist, or his designee shall routinely visit the Project site to monitor construction activities. The paleontologist shall confirm that the measures are being properly implemented by verifying inclusion on grading plan notes.

GEOLOGY AND SOILS Would the project				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	☐	☒	☐	☐
b) Be subject to 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?	☐	☒	☐	☐

Source: Preliminary Geotechnical Report (Appendix D); Riverside County General Plan Safety Element; Riverside County General Plan Figure S-2 “Earthquake Fault Study Zones”

Findings of Fact:

a, b) As delineated on the current Alquist-Priolo Earthquake Fault Zoning Map, portions of the trails, including Reach II through Reach IV, lay within the Whittier segment of the Elsinore earthquake fault zone. During a seismic episode, the ground on or around a fault could potentially rupture, creating a hazard for people and structures. No habitable dwellings would be constructed as part of the proposed Project. Most of the trails and the proposed Auto Center Drive Staging Area would be constructed at or around grade, eliminating the risk associated with structural failure and falling debris during a seismic episode. The proposed staging area would be constructed within this earthquake fault zone, and would include smaller structures such as restrooms that could potentially fail during a seismic episode. However, construction of the trails, proposed staging area, and associated components would comply with current State and local building regulations, including the most recent version of the California Building Code (2010) and County of Riverside design standards.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Accordingly, mandatory compliance with building regulations would ensure that the proposed Project would not expose people or structures to potential adverse affects involving rupture of a known earthquake fault. To further reduce the risk posed by earthquakes and fault rupture, implementation of Mitigation Measure GEO-1 is deemed necessary. Compliance with Mitigation Measure GEO-1 and the above building regulations would reduce impacts to less than significant.

Mitigation:
MM GEO-1: All grading, excavation, and construction activity shall be accomplished under the observation and testing of a qualified project geotechnical engineer and/or their representatives in accordance with the recommendation contained within the accompanying Geotechnical Study (Appendix D, WRC Consulting Services, 2011) and the current Building Code requirements. Should fragile, compacted, expansive, or other unstable soils be encountered, construction activity shall cease in that area until further geotechnical investigation and/or remediation can occur..

Monitoring: The project geotechnical engineer shall submit a report outlining procedures for construction for approval to the County Geologist prior to the start of construction to assure compliance with safe construction practices. Once approval has been given, any changes to the construction plans that would result potential geotechnical issues shall be submitted to the county Geologist for approval before the activity could commence. During grading and excavation activities, the Project geotechnical engineer shall monitor all construction activities and note observations in a progress report to be available for review by County of Riverside staff.

12. Liquefaction Potential Zone a) Be subject to seismic-related ground failure, including liquefaction?	☐	☒	☐	☐

Source: Preliminary Geotechnical Report (Appendix D); Riverside County General Plan Safety Element; Riverside County General Plan Figure S-3 “Generalized Liquefaction.”

Findings of Fact:

a) According to the County of Riverside General Plan, most of the Project area contains moderate, high, or very high susceptibility to liquefaction. Since no residential dwellings would be constructed as part of the proposed Project, the risk of exposing people or structures to adverse affects related to liquefaction would be remote. However, since the proposed Auto Center Drive staging area would include smaller structures such as restrooms, and since portions of the trails are located on and adjacent to hillsides and bluffs, implementation of Mitigation Measure GEO-1 is deemed necessary. Compliance with Mitigation Measure GEO-1 would reduce impacts to less than significant.

Mitigation:
MM GEO-1: See Impact 11, Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones.

Monitoring: See Monitoring for MM GEO-1 (Impact 11).

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Ground-shaking Zone a) Be subject to strong seismic ground shaking?	☐	☒	☐	☐

Source: Preliminary Geotechnical Report (Appendix D); Riverside County General Plan Safety Element; Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map."

Findings of Fact:

a) As delineated on the current Alquist-Priolo Earthquake Fault Zoning Map, portions of the trails, including Reach II through Reach IV, lay within an Earthquake Fault Zone. The County of Riverside General Plan has determined that the Project area has a very high "General Ground Shaking Risk." The whole of the proposed Project would be located within seismically active Southern California, putting the entire area at risk of adverse affects due to strong seismic ground shaking. The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude, and the nature of the subsurface materials. While no residential dwellings would be constructed as part of the proposed Project, smaller structures such as restrooms would be included. Such structures would be susceptible to strong seismic ground shaking. Construction of all structural elements would comply with current State and local building regulations, including the most recent version of the California Building Code (2010) and County of Riverside design standards. Accordingly, mandatory compliance with building regulations would ensure that the proposed Project would not expose people or structures to potential adverse affects involving strong seismic ground shaking. To further reduce the risk posed by strong seismic ground shaking, implementation of Mitigation Measure GEO-1 is deemed necessary. Compliance with Mitigation Measure GEO-1 and the above building regulations would reduce impacts to less than significant.

Mitigation:
MM GEO-1: See Impact 11, Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones.

Monitoring: See Monitoring for MM GEO-1 (Impact 11).

14. Landslide Risk a) 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, collapse, or rockfall hazards?	☐	☒	☐	☐

Source: Preliminary Geotechnical Report (Appendix D); Riverside County General Plan Safety Element; Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope"; Onsite Visual Survey.

Findings of Fact:

a) According to the County of Riverside General Plan, the Project area contains varying levels of susceptibility to seismically induced landslides or rockfalls, with individual locations within the area ranging from low to high susceptibility. Since no residential dwellings would be constructed as part of the proposed Project, the risk of exposing people or structures to adverse affects related to landslides would be remote. However, since the proposed Auto Center staging area would include smaller structures such as restrooms, and since portions of the trails are located on and adjacent to hillsides

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

and bluffs, implementation of Mitigation Measure GEO-1 is deemed necessary. Compliance with Mitigation Measure GEO-1 would reduce impacts to less than significant.

Mitigation:
MM GEO-1: See Impact 11, Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones.

Monitoring: See Monitoring for MM GEO-1 (Impact 11).

15. Ground Subsidence a) 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 ground subsidence?	☐	☒	☐	☐

Source: Preliminary Geotechnical Report (Appendix D); Riverside County General Plan Safety Element; Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map."

Findings of Fact:

a) The County of Riverside General Plan has determined that portions of the Project area contain moderate to very high susceptibility to impacts related to unstable soils. To reduce impacts associated with unstable soils, construction of the trails and all associated components would comply with current State and local building regulations, including the most recent version of the California Building Code (2010) and County of Riverside design standards. Accordingly, mandatory compliance with building regulations would ensure that proposed Project would not expose people or structures to potential adverse affects involving unstable soils. Furthermore, since portions of the trail are located within the vicinity of potentially unstable soils, implementation of Mitigation Measure GEO-1 is necessary. Compliance with Mitigation Measure GEO-1 would reduce impacts to less than significant.

Mitigation:
MM GEO-1: See Impact 11, Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones.

Monitoring: See Monitoring for MM GEO-1 (Impact 11).

16. Other Geologic Hazards a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☒	☐

Source: Preliminary Geotechnical Report (Appendix D); Onsite Visual Survey.

Findings of Fact:

a) The County of Riverside General Plan indicates that seiches may occur as a result of a significant seismic event, but does not identify specific susceptible areas. Based upon the proximity of Reach I through Reach IV to Prado Dam and Prado Flood Control Basin, the possibility of seiche is present. However, due to the fluctuating nature of the water levels within the Basin, the potential threat posed by seiches is less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Like seiche, the possibility of mudflows is present, primarily based upon the proximity to both lower-lying Santa Ana River riverbed and adjacent bluffs and hillsides. However, due to the lower precipitation rates and rare historical occurrences in the Project area, the potetnial threat posed by mudflows is less than significant.

No known active volcanic features occur in the Project area. As such, no impacts associated with volcanic hazard would occur.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

17. Slopes a) Change topography or ground surface relief features?	☐	☐	☒	☐
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☒	☐
c) Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☒	☐

Source: Preliminary Geotechnical Report (Appendix D); Riverside County General Plan Safety Element; Riverside County General Plan Figure S-5 “Regions Underlain By Steep Slopes”; Onsite Visual Survey.

Findings of Fact:

a, b, c) Most of the proposed development would occur on relatively consistent topography at or around grade. However, in order to avoid substantial grading and the associated environmental affects the trails would follow the contours of the land, which would involve ascending and descending natural and manmade slopes. Construction would not substantially grade, excavate, or cut and fill natural slopes located along the trail alignments. Any manmade slopes, dikes, embankments, or benches used by the trail alignments would have been previously constructed as part of separate USACE projects such as the Alcoa Embankment project or the Norco Bluff Stabilization project. Any significant grading, excavation, or cut and fill would have occurred as a result of these previous projects and not part of the proposed Project.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	☐	☒	☐	☐
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☒	☐	☐

Source: Preliminary Geotechnical Report (Appendix D); Preliminary Drainage Study (Appendix E); Riverside County General Plan Safety Element; Preliminary Design Plans in the Santa Ana River Trail Master Plan (Appendix F).

Findings of Fact:

a) Short-term construction activities could potentially result in substantial soil erosion or loss of topsoil. These activities, including clearing, grading, trenching, and excavation could instigate or accelerate soil erosion or the loss of topsoil. During the construction phase, high winds, rainfall, or other storm events could contribute to erosion impacts. Like similar projects, the proposed Project would be constructed in accordance with a National Pollutant Discharge Elimination Systems (NPDES) Permit. Compliance with the NPDES Permit would include a Water Quality Management Plans (WQMPs), Stormwater Pollution Prevention Plans (SWPPP) and implementation of best management practices (BMPs) aimed at reducing onsite soil erosion and the loss of onsite topsoil.

Much like during the construction phase, long-term operation activities could potentially result in substantial soil erosion or the loss of topsoil. During the operation phase of the proposed Project, both paved and soft surface trails should be less susceptible to the effects of soil erosion than during construction. However, surface erosion may occur where steep slope exists and where unpaved portions of the trail sharply ascends/descends. Strategically placed drainage ditches and culverts have been incorporated into Project design to convey runoff flows and reduce erosion. Additionally, routine trail maintenance is proposed to prevent substantial soil erosion on and around the trails, especially following significant storm events. Therefore, potential long-term impacts would be less than significant.

b) Although the County of Riverside does not clearly define particular locations of expansive soil, the General Plan does conclude that expansive soils are widely distributed throughout the County. Assuming that expansive soil is found in the Project area, mandatory compliance with current State and local building regulations, including the most recent version of the California Building Code (2010) and County of Riverside design standards, as well as implementation of Mitigation Measure GEO-1 is necessary. Compliance with Mitigation Measure GEO-1 and all applicable design and building standards would reduce impacts to less than significant.

c) Restrooms planned for the Proposed Auto Center Drive Staging Area could include the use of septic or other alternative waste water disposal system. Any underground system, including any associated tank(s) and infastructure, would be required to comply with all local regulations regarding construction and operation of such a system. The County of Riverside Municipal Code's Chapter 8.124 - Sewage Dischareges addresses applicable regulations regarding spetic and other subsurface

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

alternative waste water disposal systems. In additon, preliminary soils investigation conducted as part of the Geotechnical Study (Appendix D) concluded that onsite soils should be stable enough to support a sepctic or other alternative waste water disposal system. Compliance with Chapter 8.124 of the County Municipal Code, as well as implementaiton of Mitigation Measure GEO-1, would recduce impacts to less than significant.

Mitigation:
MM GEO-1: See Impact 11, Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones.

Monitoring: See Monitoring for MM GEO-1 (Impact 11).

19. Erosion a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	☐	☐	☒	☐
b) Result in any increase in water erosion either on or off site?	☐	☐	☒	☐

Source: Preliminary Geotechnical Report (Appendix D); Preliminary Drainage Study (Appendix E); Preliminary Design Plans in the Santa Ana River Trail Master Plan (Appendix F).

Findings of Fact:

a) Although the trails would occur adjacent to the Santa Ana River, the River's course would not be altered as a result of the proposed Project. Portions of the proposed Project that would occur within or adjacent to the river bed would be routinely maintained by the County of Riverside to prevent decomposition of the trails or the surrounding buffer areas. These maintenance activities should prevent significant erosion from occurring on and adjacent to the trails. The proposed Project would not increase nor decrease deposition, siltation, or erosion that could potentially modify the Santa Ana River.

b) Substantial portions of the proposed Project would occur adjacent to the Santa Ana River. During storm events resulting in ground saturation and excessive surface runoff, the Santa Ana River would channel excess storm flows downstream and away from the Project area. As a result, a nominal temporary increase in the Santa Ana River's water level would be anticipated. The USACE, Orange County Flood Control District (OCFCD), and the Riverside County Flood Control and Water Conservation District (RCFCWCD) routinely manipulate the flow rate and water level of the Santa Ana River, so changes in the River's water level are relatively common and would not be affected by the proposed Project. The proposed Project's contribution to the flow rate and water level of the Santa Ana River would not be significant, and its direct and indirect contributions to onsite or offsite water erosion would be similarly unsubstantial.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. Wind Erosion and Blowsand from project either on or off site. a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	☐	☐	☒	☐

Source: Riverside County General Plan Safety Element; Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map."

Findings of Fact:

a) According the County of Riverside General Plan, most of the Project area contains either moderate or high susceptibility to wind erosion. The General Plan specifically identifies the Santa Ana River Channel as being highly vulnerable to wind erosion. The paved trail would be covered by asphalt, while the soft surface trail would be covered by decomposed granite. Both of these surfaces would reduce the impacts of wind erosion and blow sand upon the proposed Project, as the covered surfaces would prevent onsite soils from being conveyed offsite. In addition, much of the proposed Project occurring within or adjacent to the aforementioned Santa Ana River Channel would be adjacent to natural vegetation. This vegetation would serve as a wind barrier, preventing high winds from prematurely eroding the trails, while also preventing winds from carrying onsite eroded debris to offsite locations. Moreover, routine maintenance activities by the County of Riverside would prevent decomposition of the trails or the surrounding buffer areas. These maintenance activities would prevent significant erosion from occurring on and adjacent to the trails by identifying and remedying problem erosion areas before they are allowed to expand.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

GREENHOUSE GAS EMISSIONS Would the project				
21. Greenhouse Gas Emissions 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?	☐	☒	☐	☐

Source: Air Quality and Greenhouse Gas Analysis (Appendix A).

Findings of Fact:

a) The proposed Project would emit greenhouse gases during construction and operation. To determine whether those greenhouse gas emissions are significant, draft guidance from the SCAQMD is used as a resource for this project, as the proposed Project is within the jurisdiction of the SCAQMD. The City of Corona has not yet adopted a greenhouse gas threshold, but uses the SCAQMD draft threshold as a guiding principle. The County of Riverside is in the process of

developing draft guidance, but has yet to adopt anything yet. The SCAQMD is in the process of developing draft thresholds of significance for greenhouse gases for local lead agency consideration, and for the purpose of the following analysis, the SCAQMD thresholds will be used for assessing potential impacts. The current draft threshold consists of the following tiered approach.

- Tier 1: Applicable CEQA exemptions.
- Tier 2: Consistent with applicable greenhouse gas reduction plan.
- Tier 3: Screening values (the project's construction emissions averaged over 30 years plus the project's annual operational emissions would need to be under one of the following values or the next tier is used):
  - Residential: 3,500 metric tons of carbon dioxide equivalents ($MTCO_2e$) per year.
  - Commercial: 1,400 $MTCO_2e$ per year.
  - Mixed use: 3,000 $MTCO_2e$ per year.
  - All land use types: 3,000 $MTCO_2e$ per year.
- Tier 4: Performance standards.
  - Option 1: Percent emission reduction target (reduce business as usual emissions by a percentage to be identified later).
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
  - Option 3: Efficiency target (for example, an emissions target for the service population).
- Tier 5: Mitigation offsets (to reduce emissions to the significance threshold).

The proposed Project does not meet Tier 1 or 2, since the project is not exempt from CEQA and there is no applicable greenhouse gas reduction plan. Regarding Tier 3, the project does not directly fit into one of the categories, as the proposed Project is a recreational land use. Therefore, the lowest threshold of 1,400 $MTCO_2e$ is used for this project.

The proposed Project would emit greenhouse gases from upstream emission sources and direct sources (combustion of fuels from worker vehicles and construction equipment). An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the project. Upstream emission sources for the project include the paving and granite materials, and the materials to construct the staging area at the Auto Center Drive location. The upstream emissions were not estimated because they are not within the control of the project and to do so would be speculative at this time. Additionally, the California Air Pollution Control Officers Association White Paper on CEQA and Climate Change supports this conclusion by stating, "The full life-cycle of GHG [greenhouse gas] emissions from construction activities is not accounted for . . . and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level." Therefore, pursuant to CEQA Guidelines Sections 15144 and 15145, upstream /life cycle emissions are speculative and no further discussion is necessary.

The California Emissions Estimator Model (CalEEMod), version 2011.1.1 was released in March 2011 and is meant to eventually supersede the URBEMIS model. However, as discussed in the Air Quality and Greenhouse Gas Analysis Report (Appendix A), CalEEMod is not used in this analysis.

30
Carbon dioxide emissions from construction were estimated using URBEMIS 2007. URBEMIS does not estimate methane or nitrous oxide emissions. Methane and nitrous oxide emissions associated with construction emissions were determined by scaling the construction carbon dioxide emissions

estimated by URBEMIS by the ratio of emissions expected per gallon of diesel fuel. Details on the modeling assumptions are provided in the Air Quality and Greenhouse Gas Analysis Report's Section 4 (Appendix A). Essentially, the construction emissions were estimated using a variety of assumptions about the types of construction equipment that might be used on the proposed Project. The construction schedule was provided by the Dangermond Group.

Greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 9. The emissions are from all phases of construction.

Table 9: Construction Greenhouse Gas Emissions

Dates	Phase	Carbon Dioxide (tons)	Methane (tons)	Nitrous Oxide (tons)	Total ($MTCO_2e$)
Jan. - May 2012	Paving - trail	67	0.04	0.002	62
	Grading - trail	77	0.05	0.002	71
June - Dec. 2012	Paving - trail	80	0.05	0.002	74
	Grading - trail	106	0.06	0.003	98
June 2013	Grading - auto	6	0.00	<0.001	6
	Building - auto	55	0.03	0.002	51
	Paving - auto	4	<0.01	<0.001	4
July - Dec. 2013	Paving - trail	65	0.04	0.002	60
	Grading - trail	91	0.05	0.003	84
Jan. - May 2014	Paving - trail	55	0.03	0.002	51
	Grading - trail	75	0.05	0.002	70
Total		**681**	**0.40**	**0.020**	**631**
Average over 30 years		**—**	**—**	**—**	**21**

Notes:
"trail" refers to the trail construction; "auto" refers to the Auto Center Drive staging area. $MTCO_2e$ = metric tons of carbon dioxide equivalent, converted from tons by multiplying by 0.9072 and the pollutant's global warming potential.
Source: Michael Brandman Associates, 2011 (Appendix A).

Operation

Operational or long-term emissions occur over the life of the proposed Project. Motor vehicle emissions refer to greenhouse gas emissions contained in the exhaust from the cars and horse trailers that would travel to and from the Project site. The majority of the existing staging areas are presently used by the public and already generate traffic that would not substantially increase as a result of the proposed Project. Additionally, the proposed trail alignments would be accessible via numerous access points in the vicinity of residential areas, allowing the public to access the trails without vehicle trips. Those who choose to drive their vehicles to access the trails have their choice of nine pre-existing and one proposed staging areas, as well as numerous other public access points,

which would distribute Project-generated traffic throughout the Project area. Moreover, the trails would serve as an option for commuters on bicycle, horseback, and foot, and thus encouraging a decrease in vehicle trips on local roadways. However, to provide a conservative analysis, emissions from trips were estimated. There would be one new parking area as part of the proposed Project with 28 horse-trailer parking spaces and 40 automobile parking spaces available. To allocate a small number of additional trips to the other pre-existing staging areas, the number of parking spaces at the Auto Center Drive is multiplied by four for the maximum number of automobiles and horse-trailer vehicles that would visit the proposed Project in one day.

The electricity source refers to the emissions generated by offsite power plants to supply the electricity required for the proposed Project. Electricity may be used for lighting at the proposed Auto Center Drive Staging Area. There would be greenhouse gas emissions generated from the electricity required to transport and treat the water to be used on the Project site. Emissions are estimated by URBEMIS and by additional calculations. Details regarding the modeling assumptions are provided in the Air Quality and Greenhouse Gas Analysis Report's Section 4 (Appendix A).

The operational emissions for the project are shown in Table 10. As shown in the table, the emissions are under the SCAQMD draft significance threshold. Therefore, emissions are less than significant.

Table 10: Project Greenhouse Gases

Source	Emissions ($MTCO_2e$ per year)
Motor vehicles	864
Landscaping	1
Electricity	7
Water transport	1
Waste	NG
Subtotal: Operational	872
Construction (averaged over 30 years)	21
Total	**893**
SCAQMD Draft Threshold	1,400
Significant Impact?	No
Notes: $MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and nitrous oxide). NG = negligible. Source: Michael Brandman Associates, 2011 (Appendix A).	

b) The Project area does not have an applicable greenhouse gas reduction plan. Therefore, project consistency with the AB 32 Scoping Plan is assessed. The Scoping Plan outlines the State's strategy to reduce the State's greenhouse gas emissions to 1990 levels by the year 2020. The Scoping Plan calls for an ambitions but achievable reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business as usual emission levels projected for 2020, or about 10 percent from today's levels. The Scoping Plan is an overall guiding document rather than the actual governing document. If the proposed Project does not conflict with the measures in the Scoping Plan, then it would not hinder the State's greenhouse gas reductions to 1990 levels by the year 2020.

Project consistency with applicable reduction measures in the Scoping Plan is assessed in Table 11. The strategies that are not applicable to the project are discussed in the Air Quality and Greenhouse Gas Analysis Report (Appendix A). As shown, the project is consistent with the applicable strategies after implementation of mitigation measures.

Table 11: Consistency with Applicable Scoping Plan Reduction Measures

Scoping Plan Reduction Measure	Project Consistency
15. Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. Mitigation Measure GHG-2 requires waste reduction.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. Mitigation Measure GHG-1 requires water conservation.
Source: Michael Brandman Associates, 2011 (Appendix A).	

Mitigation:
MM GHG-1: To conserve water, the following measures shall be implemented:

1) If a recycled or reclaimed water pipeline is available within one-fourth of a mile radius from the project site, recycled or reclaimed water shall be used to irrigate the Auto Center Drive Staging Area (if irrigation is to be required).
2) Low flow toilets shall be used if installed as part of the project. Waterless urinals may also be considered.
3) If sinks are included as part of the proposed Project, they shall be automatic sinks, so that if someone were to leave the sink on accidentally, water would not be wasted.
4) Any landscaping installed as part of the proposed Project shall be drought-tolerant (with the exception of any turf installed in the Auto Center Drive Staging Area).

Monitoring: Prior to the approval of grading and building permits for construction of the proposed Auto Center Drive Staging Area, County of Riverside staff shall review construction drawings and design plans to verify the inclusion of the measures/features.

MM GHG-2: To reduce solid waste generated by the project, the following measures shall be implemented:

1) Recycle and/or salvage at least 50 percent of non-hazardous construction debris. Calculations can be done by weight or volume, but must be consistent throughout.
2) Any waste receptacles installed as part of the project shall have an adjacent recycling receptacle installed as well.

Monitoring: During grading and excavation activities, the Project engineer shall monitor and record the weight/volume of construction debris and the weight/volume of recycled/salvaged materials. This information should be available for review by County of Riverside staff.

Prior to final approval and/or the issuance of occupancy permits, the County of Riverside shall confirm the presence of recycling receptacles at the proposed Auto Center Drive Staging Area.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS Would the project				
22. Hazards and Hazardous Materials 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) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☒	☐
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐

Source: Santa Ana River Trail Master Plan (Appendix F); California Environmental Protection Agency, Department of Toxic Substances Control EnviroStor Database.

Findings of Fact:

a, b) Short-term construction activities could potentially use hazardous materials, specifically those associated with the operation of construction equipment and vehicles (i.e., fuel, lubricants). Much like the construction phase, these uses would be temporary in nature and comply with all local, State, and federal regulations. Other than the occasional use of household hazardous wastes (HHWs [i.e., household cleaning products]) for cleaning and maintenance purposes, the long-term operation activities are not anticipated to transport, use, or dispose of hazardous materials. Any hazardous materials used during either the construction or operation phase of the Proposed Project would be used in reduced quantity and concentration as to not pose a significant hazard to the public or environment. Any unanticipated handling of hazardous materials would comply with all local, State, and federal regulations.

c) Project development would not impair implementation of or physically interfere with an adopted emergency plan. Because of the nature of the project, the recreational trails would not impair or interfere with any such plan.

d) Several public and private schools occur in the vicinity of the proposed Project, some approximately one-quarter mile away. Since any hazardous materials used during either the construction or operation phase of the Proposed Project would be used in reduced quantity and concentration, and since all local, State, and federal regulations regarding the handling of hazardous materials would be followed, any potential affects on adjacent schools would be reduced.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

e) No portion of the trails would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The nearest hazardous materials site to the Project area is the Thomas Ranch site, located approximately 0.5 mile from Reach III, south of Palisades Drive and west of Serfas Club Drive in the City of Corona. The Thomas Ranch site is designated by the California Environmental Protection Agency, Department of Toxic Substances Control as a State Superfund Site. The distance between the site and the trails, along with the Thomas Ranch site's down gradient location, would eliminate any threat posed by the hazardous materials site. The Thomas Ranch site would not create a significant hazard to the public or the environment.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

23. Airports a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☒	☐
b) Require review by the Airport Land Use Commission?	☐	☐	☒	☐
c) 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 for people residing or working in the project area?	☐	☐	☒	☐
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐

Source: Riverside County General Plan Safety Element; Riverside County General Plan Figure S-19 "Airport Locations", Figure C-6 "Airport Influence Areas"; County of Riverside Airport Land Use Commission Corona Municipal Airport Comprehensive Land Use Plan.

Findings of Fact:

a, b) Portions of the trails, including Reach IV through Reach VI occur directly adjacent to the southern and eastern boundary of the Corona Municipal Airport. According to the County of Riverside's Airport Land Use Commission's Corona Municipal Airport Comprehensive Land Use Plan (County of Riverside, 1993), Reach III through Reach VIII fall within the Traffic Pattern Zone/Horizontal Surface Zone, while Reach II through IX fall within the Conical Surface Zone. Due to safety and noise concerns, the Comprehensive Land Use Plan identifies both permitted and prohibited uses in these zones. As a recreational use, the proposed Project would be consistent with all standards and regualtions outlined within the Comprehensive Land Use Plan. The proposed Project would not conflict with the Comprehensive Land Use Plan, and as such, should gain approval by the Airport Land Use Commission should such review be deemed necessary.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

c, d) Most of the proposed development would occur on relatively consistent topography at or around grade. No structural element of the proposed Project would impede air traffic or otherwise result in a safety hazard for aircraft, helicopters, or the public. The proposed Project does not involve the development of residences or workplaces, and thus would not encourage people to reside or permanently work around the Corona Municipal Airport.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

24. Hazardous Fire Area a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☒	☐	☐

Source: Riverside County General Plan Safety Element; Riverside County General Plan Figure S-11 "Wildfire Susceptibility."

Findings of Fact: The proposed Project involves development of trails and a proposed staging area for recreational use by the public during the day. Activities such as camping, campfire building, or similar uses on the trails or at the proposed staging area would be prohibited. However, the proposed Project would introduce people to an abundantly vegetated environment susceptible to wildland fires, especially during the dry season. Regular maintenance activities on the trails such as brush clearing, which are proposed and budgeted as part of the proposed Project, would reduce potential impacts from wildland fires. To further reduce the risk posed by wildland fires, implementation of Mitigation Measure HAZ-1 is deemed necessary. Applying Mitigation Measure HAZ-1 would reduce impacts to less than significant.

Mitigation:
MM HAZ-1: During periods of high wildland fire danger, public access to the trail system will be restricted to certain uses, or, when deemed necessary, temporarily closed to all uses. The USACE, County of Riverside, and Riverside County Fire Department shall be charged with determining the level of fire danger on and adjacent to the trails. On reaches located on lands controlled by the USACE (Reach I to Reach IX), access to any portion of trail deemed susceptible to wildland fires shall be allowed only after the USACE deems the fire danger to have dissipated to acceptable levels. On reaches located on lands controlled by other jurisdictions, including the County of Riverside (Reach X-Reach XII), access to any portion of trail deemed susceptible to wildland fires shall be allowed only after County of Riverside and Riverside County Fire Department officials and/or their representatives deem the fire danger to have dissipated to acceptable levels.

Monitoring: Prior to the operational phase, the USACE, the County of Riverside, and the Riverside County Fire Department shall coordinate with each other to develop a fire response plan for the proposed trail alignments. This response plan should include standard protocol regarding communication between the USACE, the County of Riverside, and the Riverside County Fire Department, as well as standard procedures regarding the restricting of trail access during times of

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

high fire danger. This response plan shall be made available for review and should be periodically revisited and revised as deemed necessary.

HYDROLOGY AND WATER QUALITY Would the project				
25. Water Quality Impacts a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
b) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
g) Otherwise substantially degrade water quality?	☐	☒	☐	☐
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	☐	☐	☒	☐

Source: Preliminary Drainage Study (Appendix E); Riverside County General Plan Safety Element; Riverside County General Plan Figure S-9 "100- and 500-Year Flood Hazard Zones."

Findings of Fact:

a) The proposed Project includes construction of paved trails that would introduce impervious surfaces to previously pervious, undeveloped areas. The paved alignments, however, would be surrounded by natural surfaces and vegetation that would encourage surface runoff to percolate into the surrounding subsurface soils. In areas that are susceptible to erosion such as steep slopes or unpaved portions of the trails that sharply ascend/descend, drainage ditches have been incorporated into project design to convey runoff, reduce erosion, and preserve existing drainage patterns. Although the trails would occur adjacent to the Santa Ana River, the River's course would not be altered as a result of the proposed Project. Additionally, the proposed Auto Center Drive Staging

Area includes an expansive parking area for horse trailers and autos. This area, however, would be composed of decomposed granite, which would promote percolation and would not significantly contribute to erosion impacts.

b) The proposed Project would comply with all federal, State, and local regulations regarding water quality standards and waste discharge requirements, including those of the RWQCB. A Water Quality Management Plan (WQMP) are required of any project creating 2,500 square feet or more of impervious surface that is adjacent to (within 200 feet) areas designated in the Basin Plan as waters supporting habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law are rare, threatened, or endangered species or waterbodies listed on the Clean Water Act (CWA) Section 303(d) list of Impaired Waterbodies. Under this requirement, the proposed Project would be required to create a WQMP to address and reduce post-construction urban runoff. This includes the planning, designing, and implementation of best management practices (BMP)s aimed at curtailing runoff that conveys surface flows, pollutants, and sediments offsite. In addition, Project design features, such as drains and culverts, and mandated compliance with National Pollutant Discharge Elimination Systems (NPDES) permits and associated Storm Water Pollution Prevention Plans (SWPPP), and BMPs would reduce water quality and hydrology and water quality impacts.

c) The proposed Project includes construction of paved trail segments that would introduce impervious surfaces to previously pervious, undeveloped areas. The paved alignments, however, would be surrounded by natural surfaces and vegetation that would promote surface waters running off the paved trail to percolate into the surrounding subsurface soils and eventually into the groundwater supply. The proposed Project is not anticipated to interfere with groundwater recharge in the Project area.

d) The proposed Project includes construction of paved trail alignments that would introduce impervious surfaces to previously pervious, undeveloped areas. The paved trails, however, would be surrounded by natural surfaces and vegetation that would encourage surface runoff to percolate into the surrounding subsurface soils. During storm events resulting in ground saturation and excessive surface runoff, the Santa Ana River would channel excess storm flows downstream and away from the Project area. Moreover, the proposed Auto Center Drive Staging Area includes an expansive parking area composed of decomposed granite that would promote percolation and would not significantly contribute to excess surface runoff.

e) Development of the proposed Project would not place housing within a 100-year flood hazard area. The proposed Project would not include residential dwellings.

f) Project development would not place structures within a 100-year flood hazard area. The proposed Project would include smaller structures such as restrooms located at the proposed Auto Center Drive Staging Area. The size of these structures would prevent them from substantially impeding or redirecting flood flows. Locations along the proposed trail alignments with historical propensity for flooding may be raised to avoid standing water and allow for passage during high water. While raising the trails in these locations would prevent onsite flooding, these actions could potentially divert potential flood flows elsewhere. These flood flows, however, would be redirected into the Santa Ana River and any significant impacts would be avoided.

g) Project design, as well as compliance with all federal, State, and local regulations regarding water quality standards and waste discharge requirements, including those of the RWQCB, would ensure

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

that the proposed Project would not negatively affect water quality. Project design features, such as drains and culverts, and mandated compliance with NPDES permits and associated SWPPP and BMPs would reduce water quality and hydrology and water quality impacts by curtailing runoff that conveys surface flows, pollutants, and sediments offsite.

The proposed Project includes construction of paved trails that would introduce impervious surfaces to previously pervious, undeveloped areas. The paved alignments, however, would be surrounded by natural surfaces and vegetation that would encourage surface runoff to percolate into the surrounding subsurface soils. Equestrian users of the proposed Project, however, potentially could leave behind horse manure that could enter nearby surface waters and/or groundwater via surface runoff and storm events. In an effort to reduce the impact posed by horse manure, implementation of Mitigation Measure AIR-1 is deemed necessary.

f) Development of the proposed Project would not include stormwater Treatment Control Best Management Practices such as water quality treatment basins or constructed treatment wetlands, which could result in significant environmental effects.

Mitigation:
MM AIR-1: See Impact 6, Air Quality.

Monitoring: See Monitoring for MM AIR-1 (Impact 6).

26. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable ☐ U - Generally Unsuitable ☒ R - Restricted ☐

a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
b) Changes in absorption rates or the rate and amount of surface runoff?	☐	☐	☒	☐
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	☐	☒	☐	☐
d) Changes in the amount of surface water in any water body?	☐	☐	☒	☐

Source: Preliminary Drainage Study (Appendix E); Riverside County General Plan Safety Element; Riverside County General Plan Figure S-9 “100- and 500-Year Flood Hazard Zones”, Figure S-10 “Dam Failure Inundation Zone.”

Findings of Fact:

a, b) The Proposed project includes construction of paved trails that would introduce impervious surfaces to previously pervious, undeveloped areas. The paved trail alignments, however, would be surrounded by natural surfaces and vegetation that would encourage surface runoff to percolate into the surrounding subsurface soils. Additionally, although the trails would occur adjacent to the Santa Ana River, the River's course would not be altered as a result of proposed Project. During storm events resulting in ground saturation and excessive surface runoff, the Santa Ana River would channel excess storm flows downstream and away from the Project area. Moreover, the proposed Auto Center Drive Staging Area includes an expansive parking area composed of decomposed granite that would promote percolation and would not significantly contribute to flooding impacts.

c) Development of the proposed Project could potentially expose people to a safety risk as a result of the failure of Prado Dam. Based upon the proximity of the proposed trail alignments to Prado Dam, the spillway, and associated flood control structures, the potential of flooding as a result of structural failure is present. This scenario is unlikely, however, as Prado Dam is routinely inspected and monitored for structural integrity by the USACE. In an effort to further reduce the risk posed by flooding as a result of failure of Prado Dam, implementation of Mitigation Measure HYD-1 is deemed necessary.

In addition, during heavy rains, excess water could potentially be released through the spillway when the Prado Basin approaches capacity. As a result, major storm events, coupled with the release of excess water through the spillway, may cause flooding of the proposed trail alignments from SR-71 upstream to about 200 feet downstream of Hamner Avenue. In an effort to reduce the risk posed by flooding and washout as a result of water release through the spillway, implementation of Mitigation Measure HYD-2 is deemed necessary.

d) Substantial portions of the proposed trail alignments would occur adjacent to the Santa Ana River. During storm events resulting in ground saturation and excessive surface runoff, the Santa Ana River would channel excess storm flows downstream and away from the Project area. As a result, a nominal temporary increase in the Santa Ana River's surface water area would be anticipated. The USACE, OCFCD, and RCFCWCD routinely manipulate the flow rate and water level of the Santa Ana River, so changes in the River's surface water area are relatively common and would not be affected by the proposed Project.

Mitigation:
MM HAZ-2: In the event that routine inspection of Prado Dam concludes that the structural integrity of the dam has been compromised, all construction activity (during the construction phase) and/or public use (during the operational phase) of affected Reaches will immediately cease and further use would be prohibited until USACE and/or County of Riverside approval is given.

MM HAZ-3: During periods of heavy rains/major storm events, the water of the Prado Dam shall be routinely monitored by the USACE. Should the USACE, OCFCD, and/or RCFCWCD deem a release of excess water via the spillway to be necessary, public access to the proposed trail alignments shall be restricted to all uses until the condition of the trails can be assessed by the USACE and the County of Riverside and any necessary repairs made.

Monitoring: Prior to construction activities, the USACE and the County of Riverside shall coordinate with each other to develop a response plan for the Prado Dam. This flood response plan should

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

include standard protocol regarding communication between the USACE and the County of Riverside, as well as standard procedures regarding the restricting of trail access during times of potential flooding or dam failure. This response plan shall be made available for review and should be periodically revisited and revised as deemed necessary.

LAND USE/PLANNING Would the project				
27. Land Use a) Result in a substantial alteration of the present or planned land use of an area?	☐	☐	☒	☐
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	☐	☐	☒	☐

Source: Riverside County General Plan Land Use Plan; Riverside County General Plan Figure LU-1 "General Land Use Plan Map"; Riverside County Land Information System (RCLIS); City of Corona General Plan Land Use Element; City of Corona General Plan Map Book; City of Corona General Plan Zoning Map Book; City of Norco General Plan Land Use Element; City of Norco General Plan Land Use Map; City of Norco Zoning Map.

Findings of Fact:

a, b) The proposed trail alignments traverse lands designated by the County of Riverside General Plan as: Open Space-Conservation, Open Space-Conservation Habitat, Open Space-Recreation, Open Space-Water, and Community Development-Public Facilities. The alignments also travel over lands designated as Open Space General and Low Density Residential by the City of Corona General Plan, as well as lands designated as Commercial Community, Parks, Public Lands, Residential Agricultural, Residential Low, and Water Related by the City of Norco General Plan. The recreational nature of proposed Project would be consistent with these land uses and would not necessitate a change of these land uses.

In addition to the above, in the County of Riverside surrounding lands are designated as Community Development-Light Industrial, Community Development-Low Density Residential, Community Development-Medium Density Residential, Community Development-Public Facilities, Rural Community-Very Low Density Residential, Open Space-Conservation, Open Space-Conservation Habitat, Open Space-Mineral Resources, Open Space-Recreation, and Open Space-Water; in the City of Corona, surrounding lands are designated as General Commercial, Light Industrial, Low Density Residential, Medium Density Residential, Mixed Use: Industrial and Commercial, Open Space General, and Open Space Recreational; and in the City of Norco surrounding lands are designated as Commercial Community, Commercial Office, Existing Schools, Institutional, Parks, Public Lands, Residential Agricultural, Residential Low, and Water Related. The recreational nature of the proposed Project would not conflict with these land uses and would not necessitate an altering of these land uses.

Select portions of the proposed trail alignments occur on or adjacent to lands identified as occurring within the City of Norco's Sphere of Influence (SOI). These areas are primarily north of Bluff Street in Reach VIII. Areas east, south, west of this SOI are designated by the City of Norco General Plan as Residential Agricultural (RA). A recreation trail would be permissible in this area and would not interfere with other neighboring land uses within this SOI.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

28. Planning a) Be consistent with the site's existing or proposed zoning?	☐	☐	☒	☐
b) Be compatible with existing surrounding zoning?	☐	☐	☒	☐
c) Be compatible with existing and planned surrounding land uses?	☐	☐	☒	☐
d) Be consistent with the land use designations and policies of the General Plan (including those of any applicable Specific Plan)?	☐	☐	☒	☐
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☒	☐

Source: Riverside County General Plan Land Use Plan; Riverside County General Plan Figure LU-1 "General Land Use Plan Map"; Riverside County Land Information System (RCLIS); City of Corona General Plan Land Use Element; City of Corona General Plan Map Book; City of Corona General Plan Zoning Map Book; City of Norco General Plan Land Use Element; City of Norco General Plan Land Use Map; City of Norco Zoning Map.

Findings of Fact:

a, b, c) According to the individual zoning maps, in the City of Corona the proposed Project occurs upon lands zoned Light Agricultural (A-1), Heavy Agricultural (A-2), Residential Agricultural (R-A), Rural Residential (R-R), Open Area Combining Zone Residential Developments (R-5), and Watercourse, Watershed, and Conservation Areas (W-1).; in the City of Norco the proposed Project occurs on lands zoned Agricultural Estate (A-E), Agricultural Residential – Low Density (A-1-20), Agricultural Residential – Low Density (A-1-40), Commercial General (C-G), Limited Development (LD), Residential – Single Family (R-1-10), and Open Space (OS); and in the County of Riverside the proposed Project occurs on lands zoned Agricultural Estate (A-E), Agricultural Residential – Low Density (A-1-20), Agricultural Residential – Low Density (A-1-40), Commercial General (C-G), Limited Development (LD), Residential – Single Family (R-1-10), and Open Space (OS). A recreational trail would be permissible in these areas and would be consistent with the existing onsite zoning.

In addition to the above, in the County of Riverside surrounding lands are zoned Light Agricultural (A-1), Heavy Agricultural (A-2), Mineral Resources (M-R), Residential Agricultural (R-A), Rural Residential (R-R), One Family Dwellings (R-1), General Residential (R-3), Planned Residential (R-4), Open Area Combining Zone Residential Developments (R-5), Watercourse, Watershed, and Conservation Areas (W-1), Controlled Development Areas (W-2); in the City of Corona, surrounding lands are zoned Agricultural (A), Commercial General (CG), General Manufacturing (G2), General Manufacturing (Oil [M2/O]), Golf Course (GC), Light Manufacturing (M1), Low Density Multiple Family Residential (R2), Neighborhood Commercial District (NCD), Single Family Residential; and in the City of Norco surrounding lands are zoned Agricultural Estate (A-E), Agricultural Residential – Low Density

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

(A-1-20), Agricultural Residential – Low Density (A-1-40), Commercial (C-4), Commercial General (C-G), Commercial Office (C-O), Limited Development (LD), Residential – Single Family (R-1-10), Open Space (OS), Preservation and Development (PAD). A recreational trail would not interfere with these neighboring land uses and generally would be permissible near these areas.

d, e) The proposed Project, whether within urban developed or natural open space areas, would follow existing trails, public and maintenance roadways, and other similar rights-of-way. All new trail alignments would allow for public passage and would include no physical elements, aside from the occasional security fencing or barrier, which could potentially physically prevent passage. No portion of the trails would physically disrupt or divide an established community.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

MINERAL RESOURCES Would the project				
29. Mineral Resources a) Result in the loss of availability of a known mineral resource that would be of value to the region or 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?	☐	☐	☒	☐
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	☐	☐	☐	☒
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	☐	☐	☐	☒

Source: Riverside County General Plan Multipurpose Open Space Element; Riverside County General Plan Figure OS-5 "Mineral Resources Area."

Findings of Fact:

a, b, c, d) The State Department of Conservation, California Geological Survey designates most of the Project area as a Mineral Resource Zone (MRZ) 3. Areas designated as MRZ-3 are defined as areas where the available geologic information suggests that mineral deposits either exist or are likely to exist, but where the significance of the deposits are presently undetermined. The possibility, however, that mineral extraction activities would occur on or around the Project area, considering that substantial portions of the trails would occur near either sensitive habitat or developed areas, is remote. Furthermore, neither the County of Riverside, City of Corona, or City of Norco General Plans, nor any other local land use plans, delineate the Project site for mineral extraction or as a mineral resource recovery site.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE Would the project result in				
Definitions for Noise Acceptability Ratings Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked. NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable C - Generally Unacceptable D - Land Use Discouraged				
30. Airport Noise a) 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 expose people residing or working in the project area to excessive noise levels? NA ☐ A ☒ B ☐ C ☐ D ☐	☐	☐	☒	☐
b) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

Source: Riverside County General Plan Safety Element; Riverside County General Plan Figure S-19 "Airport Locations", Figure C-6 "Airport Influence Areas"; County of Riverside Airport Land Use Commission Corona Municipal Airport Comprehensive Land Use Plan.

Findings of Fact:

a) Corona Municipal Airport would be adjacent to Reaches IV through VI of the trails, with Reach II through Reach IX occurring within two miles of the airport. However, the proposed Project does not involve the development of residences or workplaces, and thus does not encourage people to reside or permanently work near the Corona Municipal Airport. Construction personnel would be subject to airport-related noise, although only on a temporary basis. All Occupational Safety and Health Administration (OSHA) regulation would be followed to ensure construction personnel's safety and comfort.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

31. Railroad Noise NA ☐ A ☒ B ☐ C ☐ D ☐	☐	☐	☒	☐

Source: Riverside County General Plan Circulation Element; Riverside County General Plan Figure C-1 "Circulation Plan"; Onsite Survey.

Findings of Fact:

a) The Burlington Northern Santa Fe (BNSF) Railway would be just south of Reach III and Reach IV and the proposed Auto Center Drive Staging Area. BNSF commercial trains, as well as Metrolink commuter trains, use this stretch of railway, contributing to noise impacts in the Project area. The

noise impacts, although potentially significant, would be temporary, as the trains would only pass through this area on their way to their destinations. Trains generally operate according to established schedules and would only periodically pass through the area. In addition, the Metrolink commuter service is reduced midday on weekdays and all day on weekends, which would further reduce any potential railroad noise.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

32. Highway Noise NA ☐ A ☒ B ☐ C ☐ D ☐	☐	☐	☒	☐

Source: Riverside County General Plan Circulation Element; Riverside County General Plan Figure C-1 "Circulation Plan"; Onsite Survey.

Findings of Fact:

a) Portions of the proposed Project, and especially the Class II bike trails in Reach IX through Reach XII in the City of Norco, would occur on or adjacent to existing roadways. Noise generated from vehicles and traffic could potentially affect trail users near roadways. The trail alignments would vary in proximity to roadways and would traverse several different land uses, from urban developed to natural open space settings, so exposure to vehicle and traffic noise would be temporary and inconsistent. In addition, the proposed Project would portions of trails that would avoid interaction with existing roadways altogether. These portions of trails would occur in a natural setting away from roadways. Recreational users wishing to avoid roadway noise would use these portions and avoid potential highway noise impacts.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

33. Other Noise NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

Source: Onsite Survey.

Findings of Fact:

a) No other noise impacts from any other noise source have been identified.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
34. Noise Effects on or by the Project a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐

Source: Riverside County General Plan Noise Element; Riverside County General Plan Table N-1 "Land Use Compatibility for Community Noise Exposure", Table N-3 "Human Reaction to Typical Vibration Levels"; Federal Highway Administration Construction Noise Handbook; California Department of Transportation Transportation- and Construction-Induced Vibration Guidance Manual; Riverside County Ordinance No. 847; City of Corona Municipal Code Title 15, Amendment 15.02.120, § 105.6.

Findings of Fact:

a, b, c) While long-term operational activities would not exceed standards established by the County of Riverside, short-term construction activities could potentially temporarily increase ambient noise levels in the Project area. Noise impacts from construction activities would depend upon the type of equipment, the location of equipment, the sensitivity of neighboring uses, and the timing and duration of construction activities. Noise impacts could result from the transport of personnel, equipment, and materials to and from the Project site, or from onsite clearing, grading, excavation, and related activities.

Table 12 illustrates typical noise levels associated with construction equipment that would likely be used during Project development.

Table12: Construction Equipment Noise Emissions and Usage Factors

Equipment	Acoustical Use Factor[1] (percent)	Spec 721.560 L_{max} @ 50 feet[2] (dBA, slow[3])	Actual Measured L_{max} @ 50 feet[4] (dBA, slow)
Backhoe	40	80	78
Compactor (ground)	20	80	83
Compressor (air)	40	80	78
Concrete Mixer Truck	40	85	79
Concrete Pump	20	82	81
Concrete Saw	20	90	90

Equipment	Acoustical Use Factor[1] (percent)	Spec 721.560 L_{max} @ 50 feet[2] (dBA, slow[3])	Actual Measured L_{max} @ 50 feet[4] (dBA, slow)
Crane	16	85	81
Dozer	40	85	82
Dump Truck	40	84	76
Excavator	40	85	81
Flat Bed Truck	40	84	74
Front End Loader	40	80	79
Generator	50	82	81
Grader	40	85	N/A
Jackhammer	20	85	89
Paver	50	85	77
Pneumatic Tools	50	85	85
Pumps	50	77	81
Roller	20	85	80
Tractor	40	84	N/A
Welder/Torch	40	73	74

Notes:
[1] Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.
[2] Spec 721.560 is the equipment noise level used by the Roadway Construction Noise Model program.
[3] The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.
[4] Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.
Source: Federal Highway Administration, 2006.

The County of Riverside established noise regulations through the adoption of Ordinance No. 847 Regulating Noise, which sets maximum noise levels depending on land use. According to the ordinance, however, noise generated by facilities owned or operated by or for a government agency (County of Riverside Ordinance No. 847, § 2, a.), as well as sound emanating from capital improvement projects of a government agency (County of Riverside Ordinance No. 847, § 2, b.), is exempt from noise regulations. Therefore, although construction noise could potentially exceed established standards, the proposed Project's construction activities would be exempt from such regulations and would otherwise comply with all aspects of the County noise standards.

Additionally, the City of Corona has its own ordinance addressing noise. Title 15, Amendment 15.02.120, § 105.6 of the City's Municipal Code states that construction noise cannot be generated between the hours of 8:00 PM and 7:00 AM, Monday through Saturday, and between 6:00 PM and 10:00 AM on Sundays and federal holidays. Though this particular ordinance is somewhat limited to the construction of structures, compliance with this ordinance during all phases of construction would help reduce impacts associated with noise.

Regardless, sensitive receptors such as residential or school uses could potentially be present on in the Project area, and in an effort to further reduce construction noise levels attributed to Project development, implementation of Mitigation Measures NOI-1, NOI-2, and NOI-3 is deemed necessary. Compliance with Mitigation Measures NOI-1, NOI-2, and NOI-3 would reduce short-term impacts to less than significant.

Long-term operational activities would not exceed standards established by the County of Riverside. The only long-term source of substantial noise would be vehicular traffic associated with recreational users driving to and from the pre-existing and proposed staging areas. While potentially substantial, the pre-existing and proposed staging areas, as well as the portions of the proposed trails that would occur adjacent to existing roadways, are already subject to noise impacts associated with vehicular traffic. These noise impacts would not substantially increase with Project development.

d) While long-term operational activities would not exceed standards established by the County of Riverside, short-term construction activities could temporarily introduce groundborne vibration in the Project area. The human response to vibration greatly depends on whether the source is continuous or transient. Continuous sources of vibration include construction activities, while transient sources include large vehicle movements. Generally, thresholds of perception and agitation are higher for continuous sources.

Table 13 illustrates typical construction vibration levels for continuous and transient sources and the associated human response.

Table13: Vibration Levels and Human Response

Peak Particle Velocity (inches/second)		Human Response
Continuous	**Transient**	
0.40	2.00	Severe
0.10	0.90	Strongly perceptible
0.04	0.25	Distinctly perceptible
0.01	0.04	Barely perceptible
Source: California Department of Transportation, 2004.		

Specialty construction equipment such as pile drivers can be a continuous source of excessive groundborne vibration or noise levels. Construction activities would not require the use of such equipment. Furthermore, larger vehicles and equipment commonly associated with groundborne vibration would not be present as heavy excavation and hauling activities would not be part of the proposed Project.

Mitigation:
MM NOI-1: Construction equipment with internal combustion engines shall be equipped with mufflers, silencers, or other noise-mitigating device. Construction equipment shall not idle when within one-quarter mile of residential or school uses or any other sensitive receptors.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

MM NOI-2: Construction staging areas shall be located one-quarter mile or more from residential or school uses or any other sensitive receptors.

MM NOI-3: Title 15, Amendment 15.02.120, § 105.6 of the City of Corona's Municipal Code shall be adopted during all phases of trail system construction (not just during construction of structures). Construction noise shall not be generated between the hours of 8:00 PM and 7:00 AM, Monday through Saturday, and between 6:00 PM and 10:00 AM on Sundays and federal holidays. Weekend and holiday construction activities within one-quarter mile of any sensitive receptor shall also be prohibited.

Monitoring: During construction activities, County of Riverside staff shall monitor the Project site to verify the inclusion of the measures.

POPULATION AND HOUSING Would the project				
35. Housing a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
d) Affect a County Redevelopment Project Area?	☐	☐	☐	☒
e) Cumulatively exceed official regional or local population projections?	☐	☐	☒	☐
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

Source: U.S. Census Bureau; U.S. Bureau of Labor; Riverside County General Plan Housing Element.

Findings of Fact:

a, b, c, d, e, f) The most currently available U.S. Bureau of Labor employment figures for the greater Riverside County region are from June 2011. According to the Bureau of Labor, the civilian labor force in the region is approximately 1,727,900 people. Of those individuals in the labor force, approximately 1,499,700 people are employed, while approximately 228,200 individuals are unemployed. This accounts for a 13.2 percent unemployment rate in the region.

According to the 2010 U.S. Census, approximately 2,189,641 people resided in Riverside County, with over 500,000 residents living in the Corona-Norco-Eastvale project area (U.S. Census Bureau 2011). The County contains a total of approximately 800,707 housing units, with approximately

686,260 housing units (85.7 percent) occupied. The average household size is 3.14 persons (U.S. Census Bureau 2011).

The proposed Project would create a nominal amount of jobs in the region. Temporary construction jobs would be created during the construction phases, although since the proposed trail alignments would be developed incrementally in phases over approximately ten years, the number of jobs created during any given period could be minimal. Maintenance-related jobs would be created during the operational phase to maintain and service the proposed trail alignments and the proposed Auto Center Drive Staging Area. In addition, an estimated 16 new County Rangers would be needed to patrol and service the proposed trail alignments.

As part of the expansive SART, the proposed trail alignments would eventually connect several counties and numerous cities, enabling a secondary commuter use. This could indirectly contribute towards local and regional population growth, albeit only a nominal amount of new residents. According to the 2010 U.S. Census, approximately 114,447 housing units are vacant throughout Riverside County. Any indirect contribution of new residents would be served by the current vacant housing unit supply.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the 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:				
36. Fire Services	☐	☐	☒	☐

Source: Riverside County General Plan Safety Element; Riverside County Fire Protection Master Plan.

Findings of Fact:

a) Collectively, fire protection services are provided by the County of Riverside, City of Corona, and City of Norco. Onsite emergency response services would be provided by the particular agency that has jurisdiction over the specific segment of trails where the event necessitating fire protection/emergency response services is occurring. Overall, the propose Project would not adversely impact fire protection services, response times, or personnel and facility requirements. According to the Riverside County Fire Protection Master Plan's standard for the establishment of a new fire station is the development of 2,000 dwelling units or 3.5 million square feet of commercial or industrial uses; Project development would do neither.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
37. Sheriff Services	☐	☐	☒	☐

Source: Riverside County General Plan EIR Public Services Section; City of Corona General Plan Infrastructure and Public Services Element.

Findings of Fact:

a) Collectively, police protection services are provided by the County of Riverside Sheriff's Department (Riverside County, City of Norco, City of Eastvale, JCSD) and the City of Corona Police Department. Onsite services would be provided by the particular agency that has jurisdiction over the specific segment of trails where the event necessitating police protection services is occurring. Up to 16 County Park Rangers have been suggested to service and patrol the trails and proposed Auto Center Drive Staging Area, although this increase in staffing would not necessitate either construction or expansion of a County facility. Overall, the project would not include elements that substantially increase the need for law enforcement services, response times, or personnel and facility requirements. The County of Riverside law enforcement staffing requirement is one sworn officer per 1,000 residents, while the City of Corona requires 1.2 officers per 1,000 residents. Either way, Project development would not significantly increase population, and thus, would not impact law enforcement staffing.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

38. Schools	☐	☐	☒	☐

Source: Corona-Norco Unified School District.

Findings of Fact:

a) The proposed Project would not involve development of residential dwellings or otherwise contribute to a substantial increase in the school-aged child population, necessitating either construction or expansion of a Corona-Norco Unified School District facility.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
39. Libraries	☐	☐	☒	☐

Source: Riverside County General Plan EIR Public Services Section.

Findings of Fact:

a) As an appropriate service criteria for libraries, the American Library Association recommends of 0.5 square feet of library space and 2.5 volumes per capita. The proposed Project is anticipated to only nominally induce population growth in the Project area, primarily through the generation of a small quantity of jobs. The nominal amount of demand created by Project generated employees would be adequately served by the County of Riverside Library System's 35 libraries, 2 book mobiles, and 1.3 volumes.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

40. Health Services	☐	☐	☒	☐

Source: Riverside County General Plan Safety Element; Riverside County General Plan Figure S-12 "Inventory of Hospital Locations."

Findings of Fact:

a) The proposed Project would not involve development of residential dwellings or otherwise contribute to a substantial increase in the overall population, necessitating either construction or expansion of a hospital, community-based clinic, and other health services facility or program.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

RECREATION				
41. Parks and Recreation a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☒	☐

Source: Riverside County General Plan Multipurpose Open Space Element; Riverside County General Plan Figure OS-6 "Parks, Forest, and Recreation Areas."

Findings of Fact:

a, b, c) The proposed Project involves development of trails and a proposed staging area for recreational use by the public. Pre-existing community parks and recreational facilities located along the proposed alignments would also be used as staging areas. Aside from the proposed Project, construction or expansion of any other recreational facilities would not be required.

Following the addition of the proposed Project, the pre-existing staging areas that presently serve as public parks could experience a noticeable increase in their use. In addition to the current bicyclists, equestrian, and pedestrian users that currently use these areas, additional people could potentially begin to use the trails and both proposed and pre-existing staging areas, which could potentially accelerate physical deterioration of these facilities. The proposed Project, however, would encourage use spread throughout the system, potentially prolonging the life of existing parks and recreational facilities throughout the community. Moreover, both annual and deferred maintenance cost estimates have been included as part of the propose Project. Maintenance activities would help prevent substantial physical deterioration of existing facilities.

The potential environmental impacts of the proposed Project have been discussed and analyzed as part of this Initial Study/Mitigated Negative Declaration. With implementation of specific project design features and mitigation measures identified in this document, the proposed Project would not result in adverse physical effects on the environment.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

42. Recreational Trails	☐	☐	☒	☐

Source: Riverside County General Plan Multipurpose Open Space Element; Riverside County General Plan Circulation Element; Riverside County General Plan Figure OS-6 "Parks, Forest, and Recreation Areas", Figure C-7 "Bikeways and Trails Plan", Figure C-8 "Multipurpose Recreational Trail Details"; City of Corona General Plan Circulation Element; City of Corona General Plan Figure 16 "Existing and Proposed Bike Trails."

Findings of Fact:

a) The proposed Project involves development of trails for recreational use by the public. As part of the SART, the trails would connect several counties and numerous cities, providing a regional recreational use for bicyclists, equestrian, and pedestrian users. The proposed Project would expand and compliment the current network of recreation trails in the Project area, while allowing public access to areas formerly without trails.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC Would the project				
43. Circulation a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Alter waterborne, rail or air traffic?	☐	☐	☐	☒
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
f) Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☒	☐
g) Cause an effect upon circulation during the project's construction?	☐	☐	☒	☐
h) Result in inadequate emergency access or access to nearby uses?	☐	☐	☒	☐
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☐	☒

Source: Riverside County General Plan Circulation Element; Riverside County General Plan Figure C-1 "Circulation Plan"; Riverside County Transportation Commission Congestion Management Program.

Findings of Fact:

a) Short-term construction traffic would be nominal and primarily include limited numbers of personnel commuting to and from the Project site. Construction activities associated with development of the Class 1, 1b, and 2 bikeways on or adjacent to existing roadways would also contribute to a nominal increase in traffic, although such activities would be temporary in nature. Construction of the trails would occur in phases over several years, which would further limit any construction traffic impacts. This short-term nominal increase in Project-generated traffic would not adversely affect the number of net vehicle trips, the volume to capacity ratio on roadways, congestion at intersections, or level of service (LOS) in the Project area.

Long term, the proposed Project involves development of trails for recreational and commuter use, so an incremental increase in traffic near both pre-existing and proposed staging areas would be expected. However, this increase is not anticipated to be substantial in relation to the existing traffic load and capacity of the local and regional street system. The pre-existing staging areas are presently used by the public and already generate traffic levels that would not substantially increase as a result of the proposed Project. Additionally, the trails would be accessible via numerous access points in the vicinity of residential areas, allowing the public to access the proposed Project without vehicle trips. Those users choosing to drive their vehicles in order to access the proposed Project would have the option of ten different staging areas and numerous other public access points, which would distribute Project-generated traffic throughout the Project area. Moreover, the proposed Project would serve as an option for commuters on bicycle, horseback, and foot, encouraging a decrease in vehicle trips on local roadways. The long-term incremental increase in Project-generated traffic would not adversely affect the number of net vehicle trips, the volume to capacity ratio on roadways, congestion at intersections, or LOS in the Project area.

b) A review of the County of Riverside Congestion Management Program (CMP) suggests that the proposed Project would comply with the standards found within the CMP, as well as the County of Riverside General Plan's Circulation Element. As previously discussed, local and regional traffic is not anticipated to substantially increase as a result of the proposed Project, with implementation not adversely affecting net vehicle trips, the volume to capacity ratio on roadways, congestion at intersections, or LOS in Project area.

c, d) Most of the proposed development would occur on relatively consistent topography at or around grade. No structural element of the proposed Project would extent high enough as to change air traffic patterns at the Corona Municipal Airport.

e) Portions of the proposed bikeways would occur on or adjacent to existing roadways. Other than restriping activities, the proposed Project would not alter these roadways. Where feasible, the portions of the trails that share existing roadways would consist of Class 1 and Class 1b bike trails, constructed with a physical barrier between trails and roadways. These portions of the proposed Project would comply with all design and compatibility standards to ensure safe travel for both trail users and commuters. Roadways where Class 2 bike trails are proposed have been deemed wide enough to support both vehicle and bicycle use and would comply with the width requirements found in the County of Riverside General Plan's Circulation Element.

f) Portions of the proposed Project would occur on or adjacent to existing maintenance roads. For safety purposes, pedestrian crossings would be developed on these maintenance roads, primarily consisting of signage and/or re-striping. When on or near a maintenance roads, the trails would occur towards the side of the road and would not interfere with maintenance traffic.

g) Short-term construction traffic would be nominal and primarily include limited numbers of personnel commuting to and from the Project site. Construction activities associated with development of the Class 1, 1b, and 2 bikeways on or adjacent to existing roadways would also contribute to a nominal increase in traffic, although such activities would be temporary in nature. Construction of the trails would occur in phases over several years, which would further limit any construction traffic impacts. This short-term nominal increase in Project-generated traffic would not adversely affect the number of net vehicle trips, the volume to capacity ratio on roadways, congestion at intersections, or LOS in the Project area.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

h) Design of the proposed Project does not include any elements that would impede emergency access to or from the Project site or area. Numerous staging areas and other public access points would be available throughout the trails, allowing for adequate emergency access. Where feasible, the portions of the trails that share existing roadways would consist of Class 1 and Class 1b bike trails, which would physically separate recreational users from adjacent roadways, reducing the potential that trail users interfere with emergency access and response. Where Class 2 bike trails are necessary, the bike ways would be adequately designated to avoid unwarranted interaction between recreational users and emergency responders.

i) The proposed Project involves development of trails for recreational use by the public. As part of the SART, the trails would connect several counties and numerous cities, providing a regional recreational use for bicyclists, equestrian, and pedestrian users. The proposed Project would expand and compliment the current network of recreation trails in the Project area, while allowing public access to areas formerly without trails. The proposed Project would increase both performance and safety of alternative transportation in the Project area.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

44. Bike Trails	☐	☐	☒	☐

Source: Riverside County General Plan Multipurpose Open Space Element; Riverside County General Plan Circulation Element; Riverside County General Plan Figure OS-6 “Parks, Forest, and Recreation Areas,” Figure C-7 “Bikeways and Trails Plan”, Figure C-8 “Multipurpose Recreational Trail Details”; City of Corona General Plan Circulation Element; City of Corona General Plan Figure 16 “Existing and Proposed Bike Trails.”

Findings of Fact:

a) The proposed Project involves development of trails for recreational use by the public. As part of the SART, the trails would connect several counties and numerous cities, providing a regional recreational use for pedestrian, bicycle, and equestrian users. The proposed Project would expand and compliment the current network of recreation trails in the Project area, while allowing public access to areas formerly without trails.

In addition, development of the proposed Project would help implement the local and regional bikeway system goals and policies contained within the Circulation Elements of the County of Riverside General Plan, the City of Corona General Plan, and the City of Norco General Plan.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITY AND SERVICE SYSTEMS Would the project				
45. Water a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Source: City of Corona Department of Water and Power website.

Findings of Fact:

a, b) The proposed Auto Center Drive Staging Area would include bathrooms and drinking water facilities that would connect to local municipal water infrastructure already serving existing commercial and industrial uses in the immediate Project vicinity. To increase both potable water reliability and supply of local groundwater in the Project area, the City of Corona constructed 5 wells and a 10 million gallon per day (mgd) desalter facility, the Temescal Desalter. The Temescal Desalter produces 10 million gallons of drinking water daily, or approximately 10,000 acre-feet of water per year (afy). The facility was designed to readily expand to produce 15 mgd. The Desalter uses approximately 6 miles of pipelines, 5 new wells, a blending station, and 945 reverse osmosis membranes. When compared with the capacity of the local water infrastructure, the proposed Project's potable water demand would be negligible. Overall, the proposed Project would be adequately served by existing infrastructure and would not necessitate the construction or expansion of water facilities.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

46. Sewer a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Source: City of Corona Department of Water and Power website.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Findings of Fact:

a, b) The proposed Auto Center Drive Staging Area would include bathrooms and drinking water facilities that would connect to local municipal wastewater treatment infrastructure already serving existing commercial and industrial uses in the immediate Project vicinity. While wastewater would be generated at the proposed staging area, the average daily quantity of wastewater would not threaten to exceed the existing treatment facilities. Project development would not necessitate the construction or expansion of water treatment facilities. The City of Corona Department of Water and Power currently operates three water reclamation facilities in the Project area with a combined treatment capacity of 15 million gallons per day (mgd). When compared with the capacity of the local wastewater treatment infrastructure, the proposed Project's wastewater treatment capacity would be negligible. Overall, the proposed Project would be adequately served by existing infrastructure and would not necessitate the construction or expansion of wastewater treatment facilities.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

47. Solid Waste a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☒	☐

Source: California Natural Resources Agency (calrecycle.ca.gov).

Findings of Fact:

a, b) In the Project area, solid waste collection services is contracted to and conducted by Waste Management and brought to El Sobrante Landfill in the City of Corona. El Sobrante Landfill has a permitted daily capacity of 16,054 tons, and has a remaining estimated capacity of 145,530,000 cubic yards (CalRecycle 2011).

Short-term construction activities would produce some waste materials, although the proposed Project's waste disposal needs would not be substantial as demolition activities are not anticipated. During long-term operational activity, trash receptacles would be available to the public at all staging areas. Solid waste collection demand at these staging areas would be similar to other existing recreational uses in the Project area and would not be substantial. El Sobrante Landfill would be able to process all solid waste created by the project. Solid waste generated during short-term construction activities, as well as that regularly collected during routine maintenance activities as part of long-term operational activities, would be disposed of according to all federal, State, and local regulations.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
48. Utilities				
Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?				
a) Electricity?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☐	☒
c) Communications systems?	☐	☐	☐	☒
d) Storm water drainage?	☐	☐	☒	☐
e) Street lighting?	☐	☐	☐	☒
f) Maintenance of public facilities, including roads?	☐	☐	☒	☐
g) Other governmental services?	☐	☐	☒	☐

Source: Preliminary Design Plans in the Santa Ana River Trail Master Plan (Appendix F).

Findings of Fact:

a) The proposed Auto Center Drive Staging Area would require electricity for lighting, although this could be offset by the use of energy saving lighting features that are required by various State and local regulations. Accessibility to electricity in the area is readily available. Southern California Edison currently provides electricity service to the various surrounding commercial and industrial land uses and would be able to extend services to the proposed Auto Center Drive Staging Area. The proposed site is currently undeveloped and would require the construction of electricity infrastructure.

b) The proposed Project is not anticipated to require natural gas.

c) The proposed Project is not anticipated to require communication systems.

d) In areas that are susceptible to erosion such as steep slopes and unpaved portions of the trails that sharply ascend or descend, drainage ditches have been incorporated as Project design features to convey runoff, reduce erosion, and preserve existing drainage patterns. These drainage features would occur directly adjacent to the trails and would be construction concurrently with the trails in order to minimize environmental impacts.

As previously discussed, the proposed Project includes construction of portions of paved trails that would introduce impervious surfaces to previously pervious, undeveloped areas. The paved portions of trails, however, would be surrounded by natural surfaces and vegetation that would promote surface waters running off the paved trails to percolate into the surrounding subsurface soils and eventually into the groundwater supply. New or expanded stormwater drainage facilities would not be required.

e) Although the Proposed Auto Center Drive Staging Area would require lighting and potentially parking area lighting, the proposed Project would not require new or expanded street lighting on roadways.

f) As previously discussed, the proposed Project would require routine maintenance to preserve the original condition of the trails and the proposed staging area. County of Riverside maintenance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

personnel, equipment, and vehicles would be housed at existing facilities. New or expanded maintenance facilities would not be required.

g) Physical and environmental impacts to other government services/public services were previously discussed in the Public Services section (Impacts 36 through 40). The proposed Project would not require new or expanded government/public facilities.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

49. Energy Conservation a) Would the project conflict with any adopted energy conservation plans?	☐	☐	☒	☐

Source: Preliminary Design Plans in the Santa Ana River Trail Master Plan (Appendix F).

Findings of Fact:

a) Limited amounts of electricity would be required for lighting at the proposed Auto Center Drive Staging Area. Where feasible, energy conserving features such as energy conserving light bulbs would be incorporated into the design of the proposed Project. The proposed Project would not conflict with any adopted energy conservation plan.

Mitigation:
No mitigation measures are necessary.

Monitoring: N/A.

OTHER				
50. Other:	☐	☐	☐	☐

Source: County of Riverside staff review.

Findings of Fact:

Mitigation:

Monitoring:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE				
51. 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, 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?	☐	☒	☐	☐

Source: Review of this IS/MND.

Findings of Fact: With incorporation of the recommended mitigation measures, implementation of the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations 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, or eliminate important examples of the major periods of California history or prehistory.

52. Does the project have impacts which 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, other current projects and probable future projects)?	☐	☒	☐	☐

Source: Review of this IS/MND.

Findings of Fact: The project does not have impacts that are individually limited, but cumulatively considerable. No potentially significant impacts resulting from Project development have been identified in this Initial Study/Mitigated Negative Declaration, and no other impacts would be deemed cumulatively considerable. All Project impacts, whether individual or cumulative, would be less than significant with incorporation of the recommended mitigation measures.

53. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Source: Review of this IS/MND.

Findings of Fact: The proposed project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Incorporation of the recommended mitigation measures would reduce any potentially adverse impacts, both direct and indirect, on human beings to less than significant.

V. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program Environmental Impact Report (EIR), or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any: N/A.

Location Where Earlier Analyses, if used, are available for review: N/A.

VI. AUTHORITIES CITED

Refer to "Source" subsection of each individual environmental issues topic area for sources cited.

Revised: 11/30/2011 12:11 PM
34800002 SART Riverside IS-MND 12-01-2011.doc