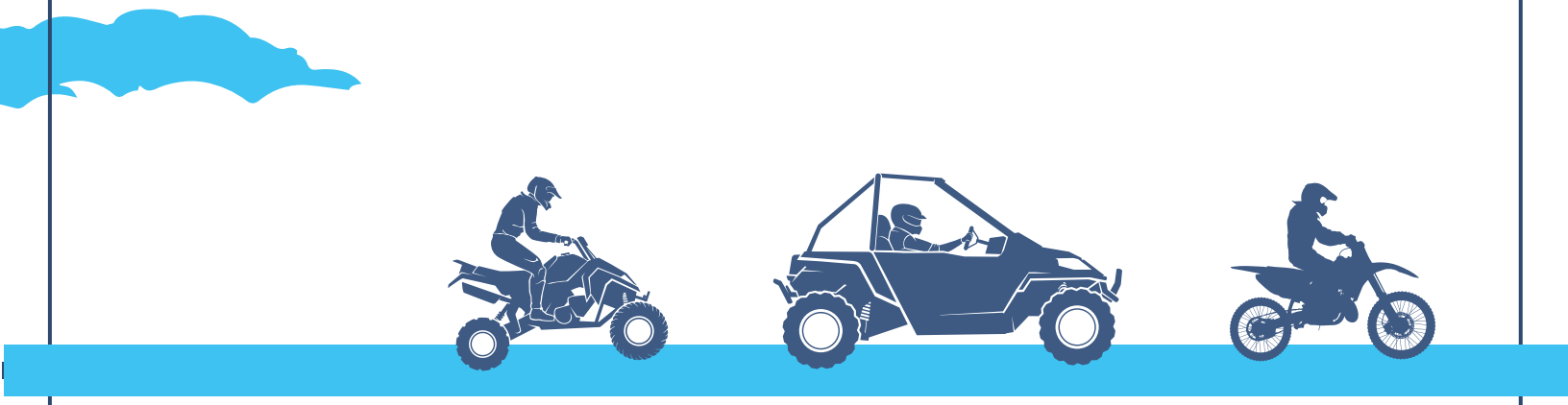

Initial Study/Proposed Negative Declaration

for the

Prairie City
State Vehicular Recreation Area
Proposed Road and Trail Management Plan

AUGUST 2024

California State Parks

Initial Study/Proposed Negative Declaration for the Prairie City State Vehicular Recreation Area Proposed Road and Trail Management Plan

Prepared for:

California State Parks
Off-Highway Motor Vehicle Recreation Division
PO Box 942896
Sacramento, CA 94296-0001

Contact: Noelle Breitenbach
trails@parks.ca.gov

Prepared By:

Ascent
455 Capitol Mall, Suite 300
Sacramento, California 95814

August 2024

TABLE OF CONTENTS

Section			Page
LIST OF ABBREVIATIONS			**III**
1	**INTRODUCTION**		**1-1**
	1.1	Introduction and Regulatory Guidance	1-1
	1.2	Lead Agency and Public Comments	1-2
	1.3	Summary of Findings	1-2
	1.4	Environmental Permits and Discretionary Approvals	1-3
	1.5	Document Organization	1-4
2	**PROJECT DESCRIPTION**		**2-1**
	2.1	Introduction	2-1
	2.2	Project Location	2-1
	2.3	Background and Need for the Project	2-5
	2.4	Project Objectives	2-7
	2.5	Project Description	2-7
	2.6	Tiering and Related Documents	2-11
	2.7	Projects Requiring and not Requiring Additional Environmental Documentation	2-13
	2.8	Standard Project Requirements	2-14
	2.9	Visitation to Prairie City State Vehicular Recreation Area	2-15
	2.10	Consistency with Local Plans and Policies	2-16
3	**ENVIRONMENTAL CHECKLIST**		**3-1**
	3.1	Aesthetics	3-5
	3.2	Air Quality	3-10
	3.3	Biological Resources	3-22
	3.4	Cultural Resources	3-38
	3.5	Energy	3-48
	3.6	Geology and Soils	3-50
	3.7	Greenhouse Gas Emissions	3-58
	3.8	Hazards and Hazardous Materials	3-61
	3.9	Hydrology and Water Quality	3-72
	3.10	Land Use and Planning	3-82
	3.11	Noise	3-84
	3.12	Population and Housing	3-93
	3.13	Public Services	3-95
	3.14	Recreation	3-99
	3.15	Transportation	3-101
	3.16	Tribal Cultural Resources	3-108
	3.17	Utilities and Service Systems	3-112
	3.18	Wildfire	3-116
	3.19	Mandatory Findings of Significance	3-120
4	**REFERENCES**		**4-1**
5	**REPORT PREPARERS**		**5-1**

Appendices

Appendix A – Standard Project Requirements
Appendix B – Special-Status Species Tables
Appendix C – Noise Modeling

Figures

Figure 2-1 Regional Location and Vicinity 2-3
Figure 2-2 Parkwide Planning Recommendations 2-9

Tables

Table 3.2-1 Sources and Health Effects of Criteria Air Pollutants 3-10
Table 3.2-2 Attainment Status Designations for Sacramento County 3-11
Table 3.2-3 National and California Ambient Air Quality Standards 3-12
Table 3.4-1 Previously Recorded Resources within the Park 3-40
Table 3.4-2 Previously Recorded Resources within the Park 3-42
Table 3.8-1 State Water Resources Control Board Spills, Leaks, Investigations, and Cleanup Program Cases within Prairie City SVRA 3-64
Table 3.11-1 Sacramento County Thresholds for a Significant Increase in Traffic Noise 3-87
Table 3.11-2 Sacramento County Noise Ordinance Residential Exterior Noise Standards 3-87
Table 3.11-3 Typical Noise Levels from Construction Equipment 3-88
Table 3.11-4 Modeled Existing + Project Noise Levels at Nearby Receivers 3-89
Table 3.15-1 Trip Generation Rates for New Nonmotorized Uses Proposed by the RTMP 3-105

LIST OF ABBREVIATIONS

2022 Scoping Plan	*Final 2022 Scoping Plan for Achieving Carbon Neutrality*
AB	Assembly Bill
Accessibility Guidelines	California State Parks Accessibility Guidelines
Aerojet	Aerojet Rocketdyne Holdings Inc.
ALUCP	Mather Airport Land Use Compatibility Plan
BACM	best available control measure
Basin Plan	*The Water Quality Control Plan for the Sacramento and San Joaquin River Basins*
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
Central Basin	Central Sacramento County Groundwater Basin
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
County Code	Sacramento County Municipal Code
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CTMP	construction traffic management plan
dBA	A-weighted decibel
DOM	Department Operations Manual
DTSC	California Department of Toxic Substances Control

EPA	US Environmental Protection Agency
EV	electric vehicle
EVPMA	East Vernal Pool Management Area
FHSZ	fire hazard severity zone
FTA	Federal Transit Administration
General Plan	2016 Prairie City SVRA General Plan
HMS	Habitat Monitoring System
IS/ND	initial study/negative declaration
ITE	Institute of Transportation Engineers
lb/day	pounds per day
L_{dn}	day-night level
L_{eq}	equivalent continuous sound level
L_{max}	maximum sound level
L_x	percentile-exceeded sound level
MLD	most likely descendant
MND	mitigated negative declarations
mph	miles per hour
$MTCO_2e$	metric tons of carbon dioxide equivalent
MY	model years
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NHTSA	National Highway Traffic and Safety Administration
NOA	naturally occurring asbestos
NORCOM	Northern Communications Center
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NRM	Natural Resource Management
NVPMA	North Vernal Pool Management Area

OES	California Office of Emergency Services
OHMVRD	Off-Highway Motor Vehicle Recreation Division
OHV BMP Manual	*OHV BMP Manual for Erosion and Sediment Control*
OHV	off-highway vehicle
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PG&E	Pacific Gas and Electric Company
PM_{10}	respirable particulate matter with aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$	fine particulate matter with aerodynamic diameter of 2.5 micrometers or less
PPV	peak particle velocity
Prairie City SVRA	Prairie City State Vehicular Recreation Area
PRC	Public Resources Code
ROG	reactive organic gases
ROV	recreational off-highway vehicle
RTMP	Road and Trail Management Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMFD	Sacramento Metropolitan Fire District
SMUD	Sacramento Municipal Utility District
SPPO	State Parks peace officer
SPR	Standard Project Requirement
SRA	state responsibility area
SSHCP	South Sacramento Habitat Conservation Plan
State Parks	California Department of Parks and Recreation
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCE	trichloroethylene
Technical Advisory	*Technical Advisory on Evaluating Transportation Impacts in CEQA*
the park	Prairie City State Vehicular Recreation Area
tpy	tons per year

USACE	US Army Corps of Engineers
USDOT	US Department of Transportation
USFWS	US Fish and Wildlife Service
VdB	vibration decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
ZEV	zero-emission vehicle

1 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This initial study/negative declaration (IS/ND) has been prepared by the California Department of Parks and Recreation (State Parks) to evaluate the potential environmental effects of implementing the proposed Road and Trail Management Plan (RTMP) at the Prairie City State Vehicular Recreation Area (Prairie City SVRA or the park) in the westernmost edge of the Sierra Nevada foothills, in eastern Sacramento County. The proposed RTMP is herein referred to as the "proposed project." Chapter 2, "Project Description," presents the detailed project information.

The RTMP is a planning document that conveys goals, actions, and priorities to implement a comprehensive road and trail management program. It provides management recommendations (for roads, trails, and non-system routes) to increase visitor safety and enjoyment, while protecting natural and cultural resources. The plan includes overarching recommendations that apply to the park's entire trail system, such as new trails and trail alterations; staging area/trailhead improvements and new installations; to remove, adopt, or require further planning for non-system trails; and to maintain all trails to the appropriate standard. For planning purposes, Prairie City SVRA is divided into nine management zones, each with different characteristics, activities or allowable uses, resources, and related management requirements: Zone 1, Zone 2, Zone 3, Zone 4, Zone 5 (Yost), Zone 6 (Ehnisz), North Vernal Pool Management Area, East Vernal Pool Management Area, and Zone 7 (Barton). A full description of the planning recommendations can be found in Section 6, "The Plan," of the RTMP.

This IS/ND evaluates implementation of the RTMP, and the detail of environmental impact analysis is commensurate with the conceptual plan level of detail of the proposed RTMP. This IS/ND is prepared to address a series of actions (e.g., future individual projects under the RTMP) that can be characterized as one large project and are related either geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program. The analysis in this document addresses the reasonably foreseeable effects of implementing the RTMP, although additional project-level design and planning would be required prior to implementing specific projects identified in the RTMP. Prior to implementing individual projects identified in the RTMP, project-level CEQA compliance, as described in Section 2.7, would be required to analyze any site-specific impacts of the specific project that are not fully analyzed in this document.

This document has been prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070:

> A public agency shall prepare…a proposed negative declaration or mitigated negative declaration…when: (a) The initial study shows that there is no substantial evidence…that the project may have a significant impact on the environment, or (b) The initial study identifies potentially significant effects but revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation

of a mitigated negative declaration or an Environmental Impact Report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design. A mitigated negative declaration is required when the project may have a significant environmental impact that would be reduced to a less-than-significant effect by adoption of mitigation.

As described in the environmental checklist (Chapter 3), the proposed project would not result in any significant or potentially significant environmental impacts. Therefore, an IS/ND is the appropriate document for compliance with the requirements of CEQA. This IS/ND conforms to the content requirements of State CEQA Guidelines Section 15071.

1.2 LEAD AGENCY AND PUBLIC COMMENTS

Under CEQA, the lead agency is the public agency with primary responsibility for approval of the proposed project. State Parks is the CEQA lead agency because it is responsible for approving and implementing the RTMP. The purpose of this document is to present information about the environmental consequences of implementing the RTMP to State Parks management and the public. An IS/ND must be made available to the public for review and comment. This IS/ND is being circulated for a 30-day public review period from August 28, 2024 to September 27, 2024.

Electronic versions of the Prairie City State Vehicular Recreation Area RTMP and associated IS/ND are available for review and download at https://www.parks.ca.gov/PrairieCityRTMP. A paper copy of the proposed RTMP and IS/ND and supporting documentation referenced in this document is available for review at the Sector Office at:

Prairie City SVRA
13300 White Rock Road
Rancho Cordova, CA 95742

Comments should be addressed to:

Noelle Breitenbach
California State Parks
PO Box 942896
Sacramento, CA 94296-0001

E-mail comments may be sent to: trails@parks.ca.gov

If you have questions regarding the IS/ND, please email trails@parks.ca.gov. If you wish to send written comments (including via e-mail), they must be postmarked by September 27, 2024. Please include PCSVRA RTMP-CEQA Comments in the subject line.

The final IS/ND will include written responses to comments received during the public review period. After comments are received from the public and reviewing agencies, State Parks will consider the environmental analysis in the IS/ND and the public comments, and may (1) adopt the ND and approve the RTMP (which could include minor refinements within the scope of this IS/ND) (2) undertake additional environmental studies; or (3) abandon the RTMP. If the plan is approved, the Prairie City SVRA may proceed with implementing recommendations according to the stipulations in the RTMP and this document.

1.3 SUMMARY OF FINDINGS

Chapter 3 of this document contains the environmental checklist component of the IS, including identification of the environmental setting and incorporation of the impact analysis that determines the significance of potential

environmental impacts (by environmental issue) and a brief discussion of each impact resulting from implementation of the proposed project. The significance determinations take into account tiering the IS/ND analysis from the Prairie City SVRA General Plan and associated EIR (see Section 2.6 for further discussion of tiering the analysis in this IS/ND), the environmental protection features incorporated into the RTMP through compliance with the Prairie City SVRA General Plan goals and guidelines, and use of relevant State Parks Standard Project Requirements (SPRs) (see Appendix A). Based on the IS and supporting environmental analysis provided in this document, the proposed RTMP would result in either no impact or a less-than-significant impact for the following issues:

- aesthetics,
- air quality,
- biological resources,
- cultural resources,
- energy,
- geology and soils,
- greenhouse gases (GHGs),
- hazards,
- hydrology and water quality,
- land use,
- noise,
- population and housing,
- public services,
- recreation,
- transportation,
- tribal cultural resources,
- utilities and service systems, and
- wildfire.

There would be no impact on agriculture and forestry resources as Prairie City SVRA does not contain these resources. Additionally, there would be no impact on mineral resources as mineral extraction is not allowed in State Parks. For these reasons, these topics are not discussed in this document.

Based on the available project information and the environmental analysis presented in this document, there is no substantial evidence that the proposed project would have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063(b)(2), a lead agency shall prepare an ND if there is no substantial evidence that the proposed project or any of its aspects may cause a significant effect on the environment.

1.4 ENVIRONMENTAL PERMITS AND DISCRETIONARY APPROVALS

State Parks has approval authority for subsequent projects that would implement the RTMP within the boundaries of Prairie City SVRA. The following permits and/or consultations may be required to allow implementation of components of the RTMP:

- Section 404 Clean Water Act permit from the US Army Corps of Engineers (USACE) Regulatory Branch, if the project is determined to be within USACE jurisdiction.
- Waste Discharge Requirements from Central Valley Regional Water Quality Control Board
- Section 402 NPDES Construction General Permit from the Regional Water Quality Control Board.
- Lake and Streambed Alteration Agreement (LSAA, Fish and Game Code Section 1602) from the CDFW.
- Endangered Species Act Section 7 or Section 10 consultation with the USFWS for impacts to federally listed species.
- Fish and Game Code Section 2081 take permit or Consistency Determination from CDFW for state-listed species in compliance with the California Endangered Species Act.

1.5 DOCUMENT ORGANIZATION

This IS/ND is organized as follows:

- **Chapter 1: Introduction.** This chapter provides an introduction to the environmental review process. It describes the purpose and organization of this document as well as presents a summary of findings.
- **Chapter 2: Project Description.** This chapter describes the purpose of and need for the proposed project, identifies project objectives, and provides a description of the project.
- **Chapter 3: Environmental Checklist.** This chapter presents an analysis of a range of environmental issues identified in the CEQA Guidelines Appendix G Environmental Checklist and determines if project actions would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this project; however, none of the impacts were determined to be significant or potentially significant after consideration of State Parks' Standard Project Requirements included in the proposed project. Each resource analysis section includes the environmental setting, description of applicable regulations and existing Prairie City SVRA General Plan goals and guidelines, impact discussion, and list of applicable Standard Project Requirements.
- **Chapter 4: References.** This chapter lists the references used in preparation of this IS/ND.
- **Chapter 5: List of Preparers.** This chapter identifies report preparers.

2 PROJECT DESCRIPTION

2.1 INTRODUCTION

The California Department of Parks and Recreation (State Parks) has prepared this initial study/negative declaration (IS/ND) to evaluate the potential environmental effects of approving and carrying out the proposed Road and Trail Management Plan (RTMP) for Prairie City State Vehicular Recreation Area (Prairie City SVRA or the park). The proposed RTMP would provide management direction for implementing the vision, purpose, goals, and guidelines of the 2016 Prairie City SVRA General Plan (General Plan) relevant to development and management of routes, trails, and roads for off-highway vehicle (OHV) use along with non-motorized trail opportunities in areas that are unsuitable for motorized use. The RTMP describes the existing route, trail, and road conditions in the Prairie City SVRA and provides guidance for future management of roads, routes, and trails, taking into consideration the park's classification, vision, mission, and purpose.

2.2 PROJECT LOCATION

Prairie City SVRA is located in unincorporated Sacramento County and near the cities of Rancho Cordova and Folsom and the unincorporated community of El Dorado Hills in El Dorado County (see Figure 2-1). It is surrounded by private land owned by Aerojet Rocketdyne Holdings Inc., Teichert, and Barton Ranch. The park consists of approximately 1,344 acres of state land, of which approximately 836 acres are currently open for OHV recreation. Access to the park is available through a network of regional and local roadways, and Class II bicycle lanes. The SVRA lies south of White Rock Road, between Sunrise Boulevard and Prairie City Road. Primary access to the park is available from White Rock Road, which can be reached by either the Sunrise Boulevard exit or the Prairie City Road exit from US Highway 50.

At the westernmost edge of the Sierra Nevada foothills, the Prairie City SVRA landscape consists of terrain that varies from flat, open grasslands to areas containing vernal pools, to rolling hills covered with native blue oaks, which provide habitat for a variety of plant and wildlife species. Much of the western portion of the SVRA is occupied by piles of rock cobbles, which are mine tailings consisting of low mounds (5−10 feet high) of cobbles, silt, and sand, deposited during dredge gold mining operations from the early 20th century until the 1950s. In the northern section of the park, there is a reclaimed gravel quarry ("The Pit") that is generally bowl-shaped. The area containing dredge tailings is characterized by grassland and scattered cottonwood trees. The eastern portion of the SVRA is characterized by rolling hills and a vegetative cover of grassland and oak woodland. The park also contains two ephemeral streams and one intermittent stream that flow southeasterly into Coyote Creek and a third ephemeral stream that runs northwesterly through the northeast corner of the park and is a tributary to Buffalo Creek, connecting to the American River.

Prairie City SVRA is divided into nine management zones, each with different characteristics, activities or allowable uses, resources, and related management requirements: Zone 1, Zone 2, Zone 3, Zone 4, Zone 5 (Yost), Zone 6 (Ehnisz), Zone 7 (Barton), North Vernal Pool Management Area, and East Vernal Pool Management Area.

The management zones have each been identified for a primary use based on their terrain, infrastructure, resources, and management needs. Table 4-3 in the RTMP summarizes the primary use; existing allowed OHV uses and size of each management zone.

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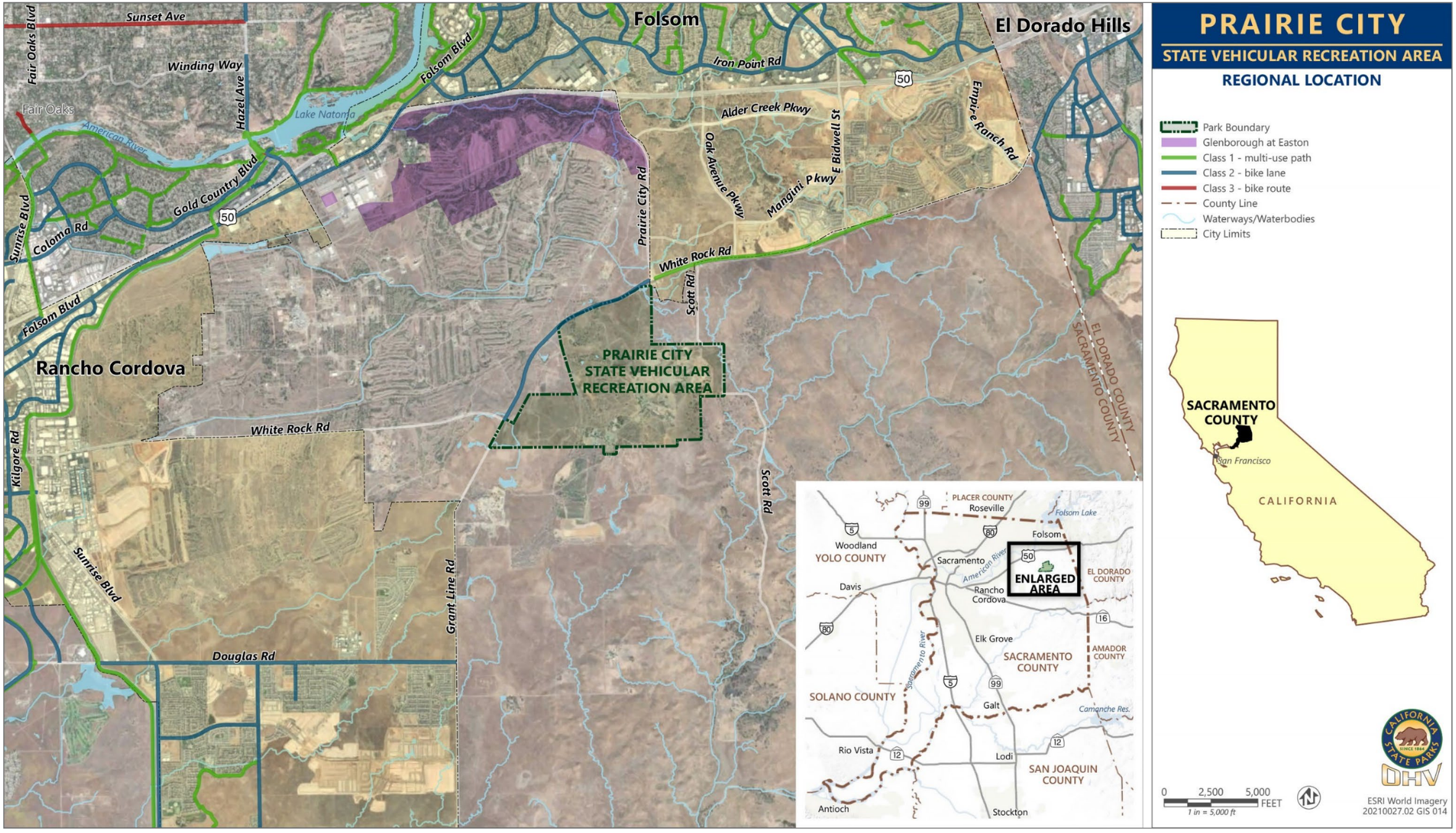

Sources: Data received from State Parks in 2023.

Figure 2-1 Regional Location and Vicinity

Zones 1 through 6 are identified for OHV use, primarily route and trail system uses, with Zone 1 containing primarily distributed riding. The General Plan identifies Zone 7 (Barton) as a Stormwater Management Use Area to be used as a buffer zone to manage water quality in the Coyote Creek watershed and is closed to public access. The vernal pool management areas are managed primarily for resource values with some non-motorized access. Each management zone and its designated uses are further described in Section 6 of the RTMP with specific planning recommendations.

A Teichert subsidiary holds an existing 100-foot-wide exclusive easement in the western and northern boundaries of Zone 7. This easement predates State Parks' acquisition of the property. The easement allows the development of an aggregate conveyor system, which would preclude public access to Zone 7.

2.3 BACKGROUND AND NEED FOR THE PROJECT

In State Vehicular Recreation Areas (SVRAs), roads and trails are the primary avenues for park visitors to access park features and to enjoy high-quality motorized recreational experiences. Roads and trails are intended to provide both high-quality recreational opportunities and protection of important natural and cultural resources by focusing recreational activity on less sensitive park lands when properly sited, designed, constructed, maintained, and managed.

Prairie City SVRA's trail system evolved from trails and unpaved roads that were on the property when it was acquired. Routes and trails were developed over time – some formally and some created by users. Existing routes and trails may not meet current guidance provided in the State Parks Trails Handbook or the Off-Highway Motor Vehicle Recreation Division (OHMVRD) 2020 Soil Conservation Standard. Some pre-existing trails are improperly sited, poorly designed and constructed, with limited access or other deficiencies.

Providing long-term, sustained OHV recreation opportunities while protecting natural and cultural resources is a top priority in SVRA management. Provisions in Public Resources Code (PRC) Section 5090.35 et seq. require SVRAs to comply with the Soil Conservation Standard. State Parks is developing and implementing a Soil Conservation Plan and Wildlife Habitat Protection Plan at Prairie City SVRA that can be incorporated into the RTMP to ensure long-term sustained OHV opportunities.

The General Plan identifies the need for additional route and trail planning, including for recently acquired areas of the park (i.e., Zone 5 and Zone 6) that have not yet been opened for public use. These recently acquired portions of the park provide an opportunity for expanded recreation opportunities, but an RTMP is necessary to identify appropriate uses in newly acquired areas and develop a comprehensive trail system for the entire park. This RTMP identifies appropriate trail uses and identifies new trail corridors to provide additional recreational opportunities in the new parcels while protecting their cultural and natural resources.

Substantial external coordination and consultation has been conducted because preparation of the RTMP requires public input and Prairie City SVRA serves a variety of recreation users. This RTMP provides an opportunity for State Parks managers to open newly acquired portions of the park, redirect uses to appropriate locations, propose improvements to benefit the range of trail user types, and prioritize management actions.

2.3.1 General Plan

The preparation of an RTMP (also called a "trail management plan" in the General Plan) was identified in the General Plan, and the RTMP tiers from the General Plan, addressing the specific OHV recreation opportunities, safety, and circulation management issues of the park unit within the context of compliance with the General Plan goals and guidelines.

The General Plan includes goals and guidelines that provide an overall vision for the trail system and give broad direction for the development of a unit-wide trail management plan. The overall goals for Prairie City SVRA that apply to development and implementation of the RTMP include (see Section 4.4, "Goals and Guidelines," of the General Plan):

- Providing a broad range of OHV recreation experiences and opportunities for visitors to enjoy and appreciate (VEO Guidelines 1.1 through 1.4).
- Providing state-of-the-art visitor-serving facilities to enhance the visitor experience (VEO Guidelines 2.1 through 2.3).
- Managing the SVRA for a balance of uses that allow protection and stewardship of natural and cultural resources while maintaining a quality OHV recreational experience (NRM Guidelines 1.1, 1.2, 1.5; Plant Guidelines 1.1 and 1.2; Water Guidelines 1.1, 1.5 through 1.7, 2.1 through 2.3; Soils Guideline 1.3; Geo Guideline 2.2).
- Maintaining and enhancing the quality of OHV recreational opportunities (OM Guideline 2.4).
- Providing facilities and services that contribute to the safety and convenience of visitors and staff (OM Guideline 3.2).
- Providing relevant and thematic interpretive materials that address the SVRA's sense of place and history and meet the needs and interests of the visitors (IE Guidelines 1.5, 1.6, and 1.8).
- Promoting safe and responsible OHV recreation (IE Guidelines 4.1 through 4.7).
- Developing and maintaining SVRA facilities and monitoring OHV activities to ensure compatibility with surrounding land uses (OM Guidelines 5.4 and 5.5).

2.3.2 Road and Trail Management Plan

Developing an RTMP is a dynamic process that involves considerable collaboration between State Parks, stakeholder groups, surrounding local jurisdictions, resource and regulatory agencies, and the public. According to State Parks' Trails Policy, opportunities for public participation in the planning process must be provided. Specifically, an RTMP should:

- Meet guidelines provided by the unit's general plan,
- Address stakeholder needs,
- Incorporate and coordinate with local and regional planning documents,
- Adhere to existing laws and regulations,
- Include the public and all potential user groups in the planning process,
- Provide user accessibility,
- Protect resources, and
- Provide a mechanism to monitor outcomes.

Developing a comprehensive RTMP ensures that recreational trail opportunities are made available to full potential, while also providing sufficient and often enhanced protection for cultural and natural resources.

The purpose of an RTMP is to provide specific guidance and direction for implementing the vision, purpose, goals, and guidelines of the park's approved General Plan relevant to development and management of roads and trails for OHV use (CSP OHMVRD 2016). The implementation timeline depends on many factors, such as project

prioritization, funding availability, and staffing resources. The RTMP provides guidance for establishing priorities for implementing individual projects and it establishes agreed upon opportunities that can be implemented over time.

In the absence of an RTMP, road and trail planning, design, construction, and maintenance are addressed on an ad-hoc, individual basis, and lack a comprehensive vision. This can often lead to inconsistent and haphazard road and trail system management. Thus, the RTMP is the preferred and most effective method for identifying and establishing recreation and transportation opportunities. See Section 5.5, "Prioritization Matrix," of the RTMP for more information on how priorities are established. Comprehensive planning also mitigates resource impacts and reduces construction and maintenance costs.

The RTMP is consistent with systemwide plans and policies and with the General Plan. It serves as a bridge between the desired conditions—stated as goals and guidelines in the General Plan—and the measurable implementation actions.

2.4 PROJECT OBJECTIVES

The RTMP will be used to provide specific guidance and direction for implementing the vision, purpose, goals, and guidelines of the park's approved General Plan relevant to development and management of roads and trails for OHV use (CSP OHMVRD 2016). The RTMP describes the existing road and trail conditions in a park and provides a roadmap for future management of roads and trails. The RTMP takes into consideration the park's classification, vision, mission, and purpose to achieve the following objectives:

- Expand OHV recreation opportunities,
- Provide an appropriate range of OHV recreational opportunities and associated infrastructure,
- Improve visitor safety,
- Maximize the quality of visitor experiences,
- Improve OHV route connectivity between the management zones,
- Provide new opportunities for biking and hiking in the park in areas where OHV use is not allowed or appropriate,
- Protect and conserve natural and cultural resources,
- Minimize maintenance and management costs,
- Avoid or minimize environmental impacts in accordance with the General Plan, and
- Provide sustainable roads and trails for long-term use.

2.5 PROJECT DESCRIPTION

The RTMP is a planning document that provides specific and detailed management direction for the route systems within different management zones, guiding their future development, operation, and maintenance. Future development under the RTMP would design, construct, and maintain sustainable roads and routes consistent with the Standard Project Requirements (SPRs) in Appendix A, State Parks Trails Handbook, OHMVRD *2020 Soil Conservation Standard and Guidelines* (2020), and the 2022 Prairie City SVRA Wildlife Habitat Protection Plan. It provides management recommendations (for identified system and non-system roads and routes) to increase visitor safety and enjoyment, while protecting natural and cultural resources. The final plan includes overarching recommendations that apply to the park's entire route system, such as new road and trail opportunities, to remove, adopt, re-route, or require further planning for non-system trails, and to maintain all trails to the appropriate standard (Figure 2-2).

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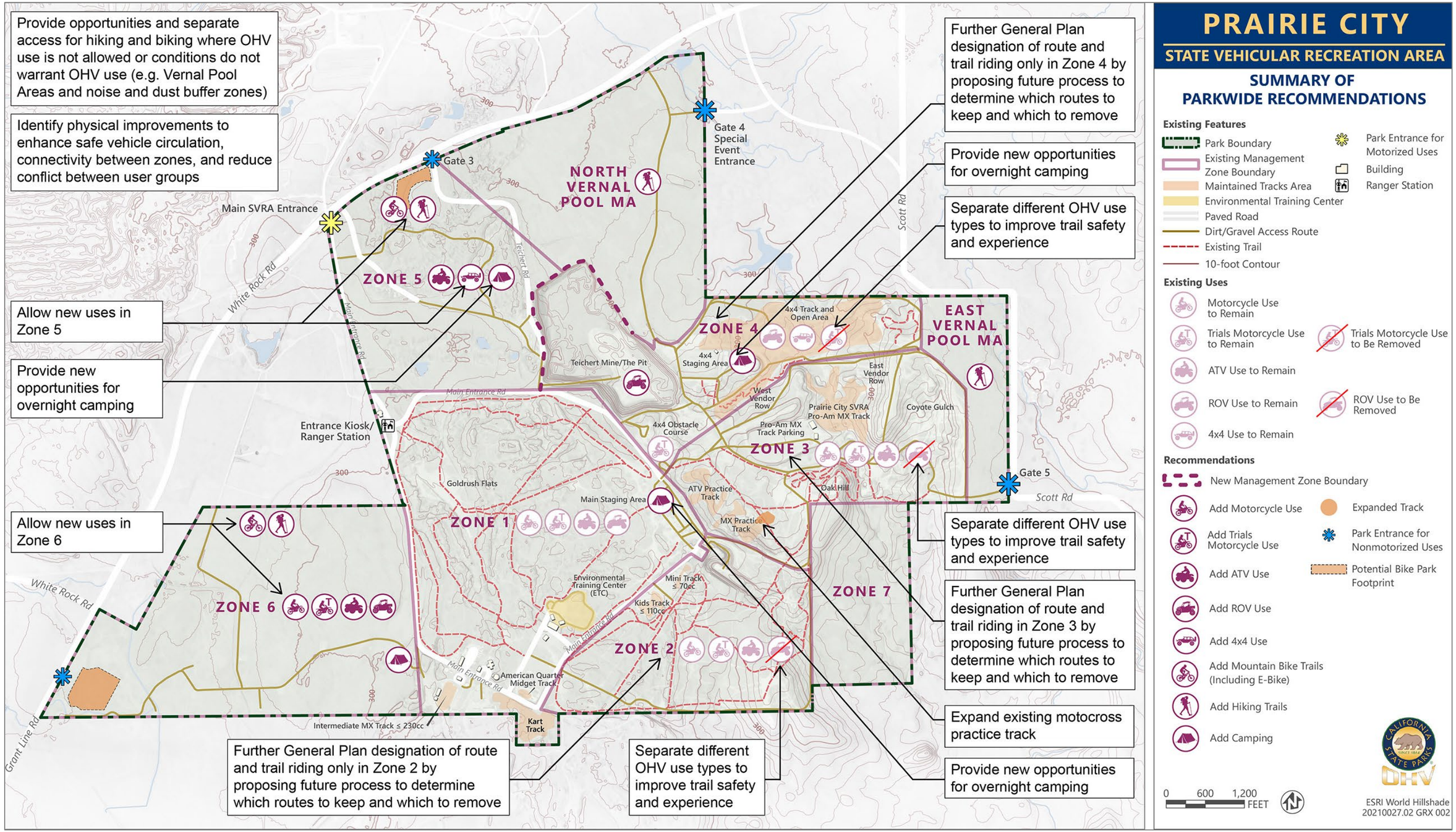

Sources: Data Received from State Parks in 2023.

Figure 2-2 Parkwide Planning Recommendations

In addition to parkwide recommendations, the RTMP includes area-specific recommendations for nine management zones, each with different characteristics, activities or allowable uses, resources, and related management requirements: Zone 1, Zone 2, Zone 3, Zone 4, Zone 5 (Yost), Zone 6 (Ehnisz), North Vernal Pool Management Area, East Vernal Pool Management Area, and Zone 7 (Barton). A full description of the planning recommendations can be found in Section 6.2, "Area-Specific Recommendations and Maps," of the RTMP. The recommendations are intended to provide a sustainable trail system that accommodates a variety of trail uses, experiences, and the abilities of a diverse and growing population, ensures equitable access, and conserves, protects, and promotes public enjoyment of the park's natural and cultural resources.

Key recommendations include:

- Identifying new allowed uses in Zone 5 (Yost), which include motorized uses (ATV and 4x4 vehicles), mountain biking, e-biking, and hiking;
- Identifying new allowed uses in Zone 6 (Ehnisz), which include motorized uses (motorcycles, trials motorcycles, ATVs, ROVs), mountain biking, e-biking, and hiking;
- Expanding the existing motocross practice track;
- Following General Plan guidance, designate Zone 2, Zone 4, and the majority of Zone 3 to route and trail riding only. Determining designated system routes and trails as part of future projects that require public input;
- Identifying physical improvements (e.g., crossing signage, improved line-of-sight, dedicated ingress/egress points in management zones) that will enhance safe vehicle circulation, connectivity between management zones, and reduce conflict between user groups;
- Separating different OHV use types in different zones to reduce potential conflicts, including separating high-speed uses from lower speed uses, where appropriate;
- Providing new opportunities for overnight camping; and
- Providing new opportunities and separate access locations for hiking and biking in the park in areas where OHV use is not allowed or conditions do not warrant OHV use (e.g., Vernal Pool Management Zones and designated buffer areas in Zones 5 and 6).

The specific types of actions covered by this IS/ND are outlined below in Section 2.7, "Projects Requiring and Not Requiring Additional Environmental Documentation," along with RTMP actions that may require additional environmental review.

2.6 TIERING AND RELATED DOCUMENTS

This IS/ND is tiered from the Prairie City SVRA General Plan and associated Environmental Impact Report (EIR), which was prepared as a program EIR (State CEQA Guidelines Section 15168). A program EIR considers broad environmental issues at the general plan stage. When specific projects implementing the General Plan are proposed at a later date, a project-specific environmental review is conducted. These environmental reviews of the later activities consider environmental effects of the project within the analysis and findings in the program EIR.

As defined in CEQA Guidelines Section 15152, "tiering" refers to using the analysis of general matters contained in a broader EIR with later EIRs, NDs, mitigated negative declarations (MNDs) on individual projects. This allows for incorporation by reference of the general discussions from the broader EIR and concentrates the later EIR or ND/MND solely on the issues specific to the later project.

Because the program EIR for the General Plan evaluated the effects of the long-term implementation of the General Plan, and the RTMP is designed to be consistent with the General Plan, many of the environmental effects of the RTMP were previously evaluated in the program EIR. Where an effect of this RTMP was already evaluated in the General Plan EIR, this IS/ND tiers to the analysis in the General Plan EIR. Additional detailed analysis is provided for those elements of the RTMP that were not adequately evaluated in the General Plan EIR, or for new impact criteria considerations that have occurred since its certification. The resource sections in Chapter 3, "Environmental Checklist," include cross-references to environmental and regulatory setting information included in the General Plan Draft EIR, and updated setting information is provided where applicable. The RTMP addresses additional areas of Prairie City SVRA (i.e., Zone 6) that were not part of PCSVRA when the General Plan was prepared and, therefore, were not included in the General Plan EIR. The RTMP also proposes new recreation opportunities for camping, mountain biking, and hiking that are consistent with the General Plan goals and guidelines (e.g., VEO Guideline 1.4). However, the specific facilities associated with these uses were not explicitly analyzed in the General Plan EIR. For this reason, this document provides new analysis of facilities and areas not evaluated in the General Plan EIR and tiers to the General Plan EIR analysis for RTMP components that were already evaluated in the General Plan EIR; namely OHV uses and facilities outside of Zone 6, and analysis of cumulative effects. Because General Plan Goals and Guidelines would apply to all portions of PCSVRA and all uses, including those not specifically evaluated in the General Plan, applicable General Plan Goals and Guidelines are listed and relied upon in the analysis of each resource section within Chapter 3 "Environmental Checklist."

2.6.1 Subsequent Environmental Review

The EIR for the General Plan was adopted on September 9, 2016, by the Off-Highway Motor Vehicle Recreation Commission. The General Plan EIR was prepared as a program EIR and represents the first-tier environmental review, consistent with PRC Sections 21093 and 21094 and State CEQA Guidelines Sections 15152. Because site-specific details are not yet available for facilities proposed in the RTMP, the detail of the environmental analysis in this IS/ND is commensurate with the conceptual plan level of detail of the proposed project.

"Later activities" consistent with the General Plan or RTMP may be considered "within the scope" of the program EIR or program IS/ND for purposes of CEQA compliance, if the project-specific impacts were considered in this IS/ND and no new or more severe significant effects have been identified for the later activity. If so, State Parks would need to demonstrate, typically using a checklist, that all potential environmental effects were considered in the program IS/ND, and if needed, incorporate relevant SPRs. In some cases, a new significant environmental impact may arise at the project specific CEQA review. In that situation, the appropriate documentation is determined following the procedures and criteria in State CEQA Guidelines Sections 15162 and 15164 and may include either an addendum, mitigated negative declaration, or supplement to the IS/ND focused on the new or more severe significant effect.

Section 2.7, below, further describes the types of projects implemented under the RTMP that would or would not require additional environmental review.

2.7 PROJECTS REQUIRING AND NOT REQUIRING ADDITIONAL ENVIRONMENTAL DOCUMENTATION

2.7.1 Projects that Do Not Require Additional CEQA Documents

Many maintenance, reconstruction, and/or reengineering of existing road and trail facilities projects are categorically exempt from the provisions of CEQA and do not require the preparation of environmental documents (State CEQA Guidelines Section 15300 et seq.). In accordance with State CEQA Guidelines Section 15300.4, State Parks has produced a list of activities commonly carried out, which, in most cases, would not be subject to CEQA compliance per State CEQA Guidelines Section 15060 (c)(2) (State Parks 2003).

The following activities that are proposed in the RTMP would normally be categorically exempt from CEQA and not require the preparation of additional CEQA documentation:

- Closure, decommissioning, and restoration of existing roads and system trails or portions thereof and non-system routes or trails to natural conditions.
- Maintenance to include reconstruction or reengineering within an existing road, route, or trail prism (i.e., encompasses the existing top of the cut bank to the bottom of the fill slope).
- Minor reroutes necessary to improve route or trail sustainability.
- Addition of signage, interpretation, wayfinding, or other educational components of route or trail redevelopment.

For these types of actions, a project description of the scope of work to be performed would be developed, which would then be evaluated by State Parks resources staff. The environmental coordinator would identify appropriate project requirements discussed in Section 2.8, “Standard Project Requirements,” (also see Appendix A) and incorporate these into the project. These requirements would be considered exempt actions and no additional CEQA document would therefore be required. It should be noted that, while these activities are usually not subject to additional CEQA documentation, there are exceptions due to the location of the project and the presence of sensitive resources as determined by resource specialists.

2.7.2 Projects Potentially Requiring Additional CEQA Documents

Examples of projects that may require preparation of additional environmental documentation include:

- New routes, trails, or roads;
- Major reroutes of route, trail, or road alignments to correct unsustainable conditions or other purposes;
- New campgrounds and converting existing day-use staging areas to include overnight camping;
- Development of appurtenant facilities (e.g., trailheads, new access points, parking improvements or new parking facilities) where additional natural landscape disturbance, substantial increase in capacity, or significant environmental effects could occur;
- Conversion of existing roads to trails; and
- Expansion of facilities (e.g., MX practice track).

The need for an individual project to undergo additional environmental documentation pursuant to CEQA would be determined by State Parks staff early in the planning process for that project through a specific project evaluation (see Section 2.6.1, above). The determination to complete additional environmental documentation

would be influenced by whether the impacts of the specific project are already covered under the General Plan EIR and/or this IS/ND. Using the RTMP and project specific evaluations, a project description would be developed describing the breadth of work in the project, which would then be evaluated by resources staff pursuant to CEQA and State Parks policies. At a minimum, the SPRs provided in Appendix A would be identified and incorporated into the project. If the proposed project is entirely within the scope of General Plan EIR and/or this IS/ND and no new impacts or significantly more severe environmental impacts would occur, then State Parks could file a Notice of Determination to document that the effects of the project have been adequately analyzed. Some future projects may be exempt from CEQA consistent with a statutory or categorical exemption. In this case, State Parks would file a Notice of Exemption to document that the proposal is exempt from CEQA. If a future project is not exempt from CEQA and is not wholly within the scope of an existing environmental document, then State Parks would prepare additional CEQA analysis and documentation, as applicable.

2.8 STANDARD PROJECT REQUIREMENTS

As CEQA lead agency, State Parks has the primary responsibility for approving the proposed RTMP. State Parks is also the project proponent for carrying out public facility development and resources management actions within Prairie City SVRA. All approvals and project actions are carried out consistent with its mission, which includes both protection of resources and provision of recreation opportunities. The State Parks mission is: "To provide for the health, inspiration and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources, and creating opportunities for high-quality outdoor recreation."

Because of its mission, when acting as lead agency and project proponent, State Park's resources professionals (e.g., cultural and natural resource specialists) play a prominent and influential role to define resource protection features during the project conceptualization, design, and planning process, consistent with CEQA Guidelines Section 15004(b)(1). Their early involvement during the planning process enables environmental considerations to influence project programming and design. Consistent with its mission and CEQA Guidelines Section 15065(b)(1), State Parks incorporates environmentally protective project modifications prior to the start of the public review process of the environmental document to avoid impacts to a point where clearly no significant effect on the environment would occur.

As part of its effort to avoid impacts, State Parks maintains a list of project requirements ("Standard Project Requirements" or "SPRs") that are routinely included in project design to reduce impacts to resources. SPRs are not mitigation measures. They are required elements of the design of any State Parks project and are intended to eliminate impacts to natural and cultural resources consistent with State Parks' mission and role as a trustee agency. The required SPRs are included in Appendix A and are incorporated into the environmental analysis in Section 3, "Environmental Checklist."

SPRs are assigned as appropriate to all projects. For example, a project that includes ground-disturbing activities, such as constructing a trail reroute, will always include SPRs to address the inadvertent discovery of archaeological artifacts. However, for a project that entails only vegetation removal for which ground disturbance would not be necessary, SPRs for ground disturbance would not be applicable and would not be assigned to the project. When evaluating a project, a State Parks environmental coordinator or others assigned the task of evaluating the project will apply only the relevant SPRs and complete those sections of the project requirements detailing such things as the individual responsible for implementing the requirement and the resource being protected.

State Parks also makes use of "project-specific requirements." These requirements are developed to address impacts for covered projects that have unique issues.

2.9 VISITATION TO PRAIRIE CITY STATE VEHICULAR RECREATION AREA

Prairie City SVRA plays an important role in meeting the OHV recreational needs of the local and regional community and is a showcase for OHV recreation, including major competitive events. The park offers a variety of terrain that provides a range of recreational opportunities to OHV enthusiasts of all ability levels. From October 2022 to October 2023, approximately 86,730 individuals visited the SVRA for OHV recreational use and special event purposes. As noted in the General Plan and RTMP, park attendance has fluctuated over the years, reaching its peak in 2004 with 193,330 visitors.

The RTMP proposes to develop new facilities in previously closed portions of the park (i.e., Zones 5 and 6) to redirect recreation opportunities, which includes redistributing uses and separating different use types throughout the park for enhanced safety. These changes would not substantially alter visitation patterns or levels for motorized recreation at the park, because the RTMP would redistribute existing OHV uses and the layout of OHV facilities has not been the primary determinant of the timing or amount of visitation. This is consistent with observations at Hollister Hills SVRA, where overall attendance did not increase after opening additional areas for OHV use (State Parks 2015c: 3.11-10).

Visitation for OHV recreation is primarily influenced by population growth and general economic conditions in the surrounding region. As described in the General Plan EIR, OHV visitation at the park is not expected to increase as a result of providing additional OHV routes and trails or opening additional areas to use (State Parks 2015c: 3.11-10). Furthermore, the General Plan EIR anticipated that visitation would increase in concert with regional population growth at an annual rate of approximately 1.02 percent. However, since the adoption of the EIR, visitation at the park has fluctuated in the intervening years (see Table 3-1 in Section 3, “Park Conditions,” of the RTMP) and has not met the expectations for increased visitation analyzed in the General Plan EIR. Although in some years the park has seen visitation greater than 100,000 people (102,307 visitors in 2014 and 113,194 in 2021), visitation in most years is less than 100,000 people. The average annual visitation between 2014 and 2022 was 83,396 visitors, substantially less than anticipated in the General Plan EIR. The population of surrounding Placer, Sacramento, El Dorado, and Amador Counties combined is predicted to grow by approximately 6 percent by 2035 (DOF 2023) with many new developments under construction near the park. The estimated population growth could lead to an increase in visitation over time. But as witnessed since adoption of the General Plan and EIR, visitation at Prairie City SVRA tends to increase less than population growth. Because OHV users represent a small percentage of the general population, visitation has been shown to fluctuate in response to regional population growth and economic conditions and not increase as a result of opening new areas at an existing SVRA, adoption and implementation of the RTMP is not expected to increase OHV visitation.

The RTMP also proposes new recreation opportunities for mountain biking and hiking that are consistent with General Plan goals and guidelines but were not physically laid out in the General Plan EIR. Because the RTMP includes finer scale trail planning, it identifies the location and general character of mountain biking and hiking trail opportunities that are consistent with General Plan VEO Guideline 1.4, which provides for accommodating “nonvehicular uses (e.g., mountain biking, hiking, wildlife viewing, and picnicking) in areas attractive for such use and at times and in locations that do not conflict with OHV recreation or create unsafe circumstances for visitors.” Therefore, implementation of the RTMP may result in a small increase in non-OHV visitation (an estimated 10 percent increase) at Prairie City SVRA due to the proposed new opportunities for mountain biking and hiking.

2.10 CONSISTENCY WITH LOCAL PLANS AND POLICIES

Recommendations in the RTMP are consistent with PRC Section 5019.53, which provides the following directive for the purpose of improvements in a state park. Specifically, the section stipulates that:

> Improvements undertaken within state parks shall be for the purpose of making the areas available for public enjoyment and education in a manner consistent with the preservation of natural, scenic, cultural, and ecological values for present and future generations.

In addition, the RTMP is consistent with the Prairie City SVRA's classification and General Plan and follows goals and guidelines established in this and other approved departmental documents. The RTMP tiers from the General Plan and addresses the specific OHV recreation opportunities, safety, and circulation management issues of the park unit within the context of the General Plan goals and guidelines. The following documents were also consulted in the development of the plan:

- Prairie City SVRA General Plan (2016);
- Sacramento County 2030 General Plan (2011)
- Sacramento Area Council of Governments' Regional Bicycle, Pedestrian, and Trails Master Plan (2003);
- City of Folsom Bikeway Master Plan (2007);
- Folsom Plan Area Specific Plan (2011);
- California State Parks Off-Highway Motor Vehicle Recreation Division Strategic Plan (2009);
- OHV BMP Manual for Erosion and Sediment Control (2007);
- California State Parks Department Operations Manual and Departmental Notices;
- California State Parks Trails Handbook;
- California State Parks Accessibility Guidelines;
- 2020 Soil Conservation Standard and Guidelines;
- Prairie City SVRA Wildlife Habitat Protection Plan (2022); and
- Prairie City Soil Conservation Plan (Draft).

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title:	Prairie City State Vehicular Recreation Area Road and Trail Management Plan
2. Lead Agency Name and Address:	California Department of Parks and Recreation Strategic Planning and Recreation Services Division PO Box 942896, Sacramento, CA 94296-0001
3. Contact Person and Email:	Noelle Breitenbach trails@parks.ca.gov
4. Project Location:	Prairie City State Vehicular Recreation Area
6. General Plan Designation:	Public/Quasi-Public; General Agriculture (80 Acres)
7. Zoning:	Aerojet Special Planning Area, Agricultural 80 (AG-80), Heavy Industrial (M-2)
8. Description of Project:	Refer to Section 2, "Project Description"
9. Surrounding Land Uses and Setting:	Refer to Section 3.10, "Land Use and Planning"
10. Other public agencies whose approval is required:	Refer to Section 1.4, "Environmental Permits and Discretionary Approvals"

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?
Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

    California Native American Tribes were contacted on January 4, 2024 and included Colfax-Todds Valley Consolidated Tribe Cultural Preservation Department; Gene Whitehouse, Chairperson, United Auburn Indian Community of the Auburn Rancheria; Pamela Cubbler, Vice Chairperson, Colfax-Todds Valley Consolidated Tribe; Grayson Coney, Cultural Director, Tsi Akim Maidu; Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians; Anthony Roberts, Chairperson and Yvonne Perkins, THPO, Yocha Dehe Wintun Nation; Cosme Valdez, Chairperson, Nashville Enterprise Miwok-Maidu-Nishinam Tribe; Steve Hutchason, Wilton Rancheria; Sara Dutschke, Chairperson, Ione Band of Miwok Indians; Jesus Tarango, Chairperson, Wilton

Rancheria; Lloyd Mathiesen, Chairperson, Chicken Ranch Rancheria of Me-Wuk Indians; Dahlton Brown, Director of Administration, Wilton Rancheria; and Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria of Me-Wuk Indians. No responses were received.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

- ☐ Aesthetics
- ☐ Agriculture and Forest Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology / Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards / Hazardous Materials
- ☐ Hydrology / Water Quality
- ☐ Land Use / Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities / Service Systems
- ☐ Wildfire
- ☐ Mandatory Findings of Significance
- ☒ None
- ☐ None with Mitigation Incorporated

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☒ 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 have been made by 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.

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

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

Signature _____ Date _____

Printed Name_____ Title _____

Agency _____

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Environmental Setting

Section 3.1.1, "Existing Setting," beginning on page 3.1-1 of the General Plan Draft EIR (State Parks 2015) describes existing conditions related to aesthetic resources. The discussion here provides an update of existing conditions to expand upon information relevant to this analysis and reflect new information available since certification of the General Plan EIR.

Prairie City SVRA is located in unincorporated Sacramento County, near the cities of Rancho Cordova and Folsom and the unincorporated community of El Dorado Hills. It is surrounded by private land owned by Aerojet Rocketdyne Holdings Inc. (Aerojet), Teichert, and Barton Ranch. The park consists of approximately 1,344 acres of state lands, of which approximately 836 acres are currently devoted to off-highway vehicle (OHV) recreation. Access to the park is available through a network of regional and local roadways, and Class II bicycle lanes. The SVRA lies south of White Rock Road, between Sunrise Boulevard and Prairie City Road. Primary access to the park is available from White Rock Road, which can be reached by either the Sunrise Boulevard exit, or the Prairie City exit from US Highway 50.

Located at the westernmost edge of the Sierra Nevada foothills, the Prairie City State Vehicular Recreation Area (Prairie City SVRA) landscape consists of terrain that varies from flat, open grasslands to areas containing vernal pools, to rolling hills covered with native blue oaks, which provide habitat for a variety of plant and wildlife

species. Much of the western portion of the SVRA includes piles of rock cobbles or dredge tailings, consisting of low mounds (5–10 feet high) of cobbles, silt, and sand, deposited during hydraulic and dredge gold mining operations. In the northern section of the park, there is a reclaimed gravel quarry ("The Pit") that is generally bowl-shaped. The area containing dredge tailings is characterized by grassland and scattered cottonwood trees. The eastern portion of the SVRA is characterized by rolling hills and a vegetative cover of grassland and oak woodland. The park also contains two ephemeral streams and one intermittent stream that flow southeasterly into Coyote Creek and a third ephemeral stream that runs northwesterly through the northeast corner of the park and is a tributary to Buffalo Creek, connecting to the American River.

The off-site views of OHV activity areas in the immediate vicinity of the park are limited due to the relatively flat topography of the surrounding area, which does not provide vistas into the park. Views of the park from the north and west are limited to the portions of the SVRA that are adjacent to White Rock Road and east of Grant Line Road. Off-site views from the east are limited to the area along Scott Road. The Circulation Element of the Sacramento County General Plan of 2005-2030 identifies Scott Road, as a scenic corridor from White Rock Road to Latrobe Road. Policy CI-58 states that scenic corridor protection should be continued for this segment of Scott Road (Sacramento County 2017).

Views from the south are limited to the undeveloped grasslands that abut the southern boundary of the SVRA. Ridgelines to the north, east, and south are 5-7 miles from the SVRA; from that distance, the features within the SVRA are indistinguishable from the surrounding areas.

Prairie City SVRA General Plan

The following goals and guidelines of the 2016 Prairie City SVRA General Plan (General Plan) would apply to implementation of the RTMP:

- **OM Goal 8:** Manage the SVRA to maintain current aesthetic qualities and reduce any visual impacts on surrounding areas that could result from construction, maintenance, and OHV recreation activities.
  - **OM Guideline 8.1:** Design any new structures such that they are similar in height and scale to existing structures at the SVRA. Locate facilities with minimal impact on the viewshed and views from Scott Road, a Sacramento County-designated scenic corridor. Plant California native plant and tree species to screen the northeast corner of the 4x4 trails area from views along Scott Road, and as necessary to screen new facilities from views.
  - **OM Guideline 8.2:** Implement the following actions to minimize potential light pollution or glare that could result from lighting for nighttime activities and security:
    - Include shielding on any new light fixtures.
    - Angle any new light fixtures downward to provide light spillover into adjacent areas.
    - Avoid the use of reflective surfaces, such as tin roofs or reflective glass that could produce glare, on any new structures.
- **Plant Goal 1:** Manage the SVRA for a balance of uses that allow protection of special-status plants and sensitive natural communities while maintaining a quality OHV recreational experience.
  - **Plant Guideline 1.5:** Prohibit removal of native trees unless the health of the tree warrants removal. Trees that must be removed to accommodate the siting of facilities will be replaced elsewhere in the SVRA. At both new and existing facilities, avoid root compaction and physical damage to native trees. Conduct restoration or enhancement of native oak woodland at the Barton Ranch acquisition area.

3.1.2 Discussion

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

No impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Prairie City SVRA is located at the westernmost edge of the Sierra Nevada foothills with views of the surrounding natural features including open grasslands, areas containing vernal pools, and rolling hills covered with native blue oaks. There are no surrounding scenic vistas with potential views of the plan area. Public views of the park are from the trails within the park and from the surrounding roadways. Motorists traveling on Scott Road, a Sacramento County-designated scenic corridor adjacent to the eastern boundary of the SVRA, have limited views of the northeast corner of Zone 4 and views of the eastern edge of the East Vernal Pool Management Area. From White Rock Road, views of the park include the main entrance road (Main Park Road) at the western boundary of the SVRA. Views from the south are limited to the undeveloped grasslands that abut the southern boundary of the SVRA. Ridgelines to the north, east, and south are located approximately 5-7 miles from the SVRA; from that distance, the features within the park are indistinguishable from the surrounding areas.

For this reason, the proposed RTMP would have no impact on a scenic vista.

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

No impact. Prairie City SVRA is not located on or adjacent to a designated State scenic highway (Caltrans 2018). Therefore, there would be no impact to scenic resources and historic buildings within a State scenic highway.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less-than-significant impact. The visual character of Prairie City SVRA is comprised of terrain that varies from flat, open grasslands to areas containing vernal pools and to rolling hills covered with native blue oak trees. The varying landscapes enhance the visual character of the park's routes and trails. The RTMP will serve as a management tool that will be used to manage the routes, trails, and camping facilities while also minimizing impacts to the visual resources in the park. Route and trail modifications, including re-engineering, minor realignments, and/or decommissioning (restoration to natural conditions) could be necessary for subsequent projects done pursuant to the RTMP. These route and trail improvements would be designed to minimize effects to the physical environment. For example, removal of native trees would be prohibited under the General Plan unless the health of the trees warrants removal (Plant Guideline 1.5). California native tree species, including cottonwood, willow, and blue oak, as well as native shrubs would be planted to replace nonnative trees and shrubs when they are removed to maintain the existing visual setting of the park. Trees and shrubs could also be planted to provide visual separation between use areas (OM Guideline 8.1 and Plant Guideline 1.5). In addition, the new facilities would be designed to be consistent with the General Plan's OM Guideline 8.1 and Plant Guideline 1.5. Qualifying projects under the RTMP would also be designed to avoid substantial alteration to existing geological features and water bodies with the application of SPRs HYDRO-1- through HYDRO-6 and SPRs GEO-1 through GEO-4. Therefore, subsequent projects would not substantially affect the existing visual character or features of the scenic landscape.

Furthermore, SPRs AES-1 and AES-2 would ensure that design and materials used for modifying existing routes and trails or constructing new routes and trails, would be consistent with the surrounding visual character and

that equipment and materials storage during construction would occur outside prominent viewsheds. SPRs AES-1 also requires considering views into the park from neighboring properties for all future designs. This impact would be less than significant.

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

Less-than-significant impact. Prairie City SVRA typically operates during daylight hours, from 8 a.m. to sunset. The SVRA closes between 5 p.m. and 8 p.m., depending on the month. The existing intermediate track and quarter midget track are currently equipped with lighting and there is security lighting at the administrative buildings and restrooms. A limited number of nighttime special events such as the Headlight Festival are held annually in December between 5 p.m. and 8 p.m. The RTMP does not propose facilities or uses that would substantially increase the use of exterior lighting in OHV or nonmotorized activity areas.

Occasional special events may be held after dark; to increase visibility beyond that provided by OHV headlights, existing security lighting or portable lighting may be used. Nighttime security lighting at new facilities envisioned in the RTMP would be consistent with the existing SVRA facility security lighting. New light fixtures would include shielding and would be angled downward to provide light spillover into adjacent areas. New structures would not include reflective surfaces, such as tin roofs or reflective glass that could produce glare. Project-level facility improvements to increase nighttime recreation would require specific project plans and may require CEQA analysis before construction. Any new lighting would be designed to be consistent with the General Plan OM Guideline 8.2, which would minimize potential light pollution or glare that could result from lighting for nighttime activities and security by requiring shielding on any new light fixtures, and angling any new light fixtures downward and avoiding the use of reflective surfaces on any new structures. Implementation of SPR AES-3 would also reduce light impacts by requiring the design of projects to incorporate light fixtures as low as possible and with light shields that concentrate the illumination downward to reduce direct and reflected light pollution.

With adherence to General Plan OM Guideline 8.2 and SPR AES-3, any new nighttime security lighting would avoid light pollution, and new lighting sources would be consistent with the area's existing types of lighting. Adherence to General Plan OM Guideline 8.2 would also ensure that new facilities would be constructed without the use of highly polished or reflective materials. Furthermore, construction would generally occur during daylight hours, thus there would be no temporary impacts from construction light or glare.

Future projects would be required to undergo project-level environmental review to analyze potential impacts, such as effects related to light and glare, and identify any necessary design features to comply with General Plan guidelines and SPRs. This analysis would review the proposed project for consistency with applicable standards and would consider unique project aspects, such as the location and design of a proposed structure or route to determine if it would result in significant impacts related to light and glare.

Therefore, light or glare from implementation of the RTMP would not adversely affect daytime or nighttime views in the area, and no adverse effects are anticipated as a result of increased light or glare. This impact would be less than significant.

3.1.3 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts to aesthetics:

- **AES-1:** Projects will be designed to incorporate appropriate park scenic and aesthetic values including the choices for: specific building sites, scope & scale; building and fencing materials and colors; use of

compatible aesthetic treatments on pathways, retaining walls or other ancillary structures; location of and materials used in parking areas, campsites and picnic areas; development of appropriate landscaping.

- **AES-2: [Insert who]** will store all project-related materials outside of the viewshed of **[insert name of street/place/building]**.
- **AES-3: [Insert who]** will equip any permanent structure with outdoor light shields that concentrate the illumination downward to reduce direct and reflected light pollution. The direct source of the lighting (bulb, lens, filament, tube, etc.) will not be visible off site and the lighting will be installed as low as possible on poles and/or structures to minimize light pollution of the night sky. The candle power of the illumination at ground level will not exceed what is required by any safety or security regulations of any government agency with regulatory oversight.
- **BIO-25: [Insert who]** will not remove any trees equal to or greater than **[insert number]**-inches dbh unless first inspected by **[insert who]** and determined to be unsuitable as nesting habitat for **[insert species name]**.

3.2 AIR QUALITY

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

3.2.1 Environmental Setting

Section 3.2.1, "Existing Setting," beginning on page 3.2-1 of the General Plan Draft EIR (State Parks 2015) describes existing conditions related to air quality, including criteria air pollutants and sensitive receptors. The discussion here provides an update of existing conditions to reflect new information available since certification of the General Plan EIR and to expand on information relevant to this analysis. Emission source types and health effects are summarized in Table 3.2-1. Sacramento County's attainment status for National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are shown in Table 3.2-2.

Table 3.2-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NOx in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NOx results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NOx = oxides of nitrogen; ROG = reactive organic gases.

1 "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

2 "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Source: EPA 2016.

Table 3.2-2 Attainment Status Designations for Sacramento County

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
Ozone	Attainment (1-hour)[1]	Nonattainment (1-hour) Classification-Serious[2]
	Nonattainment (8-hour)[3] Classification=Serious	Nonattainment (8-hour)
Respirable particulate matter (PM_{10})	Attainment (24-hour)	Nonattainment (24-hour)
		Nonattainment (Annual)
Fine particulate matter ($PM_{2.5}$)	Nonattainment (24-hour)	(No State Standard for 24-Hour)
	Attainment (Annual)	Attainment (Annual)
Carbon monoxide (CO)	Attainment (1-hour)	Attainment (1-hour)
	Attainment (8-hour)	Attainment (8-hour)
Nitrogen dioxide (NO_2)	Unclassified/Attainment (1-hour)	Attainment (1-hour)
	Unclassified/Attainment (Annual)	Attainment (Annual)
Sulfur dioxide (SO_2)	(Attainment Pending) (1-Hour)	Attainment (1-hour)
		Attainment (24-hour)
Lead (particulate)	Attainment (3-month rolling avg.)	Attainment (30-day average)
Hydrogen sulfide	No Federal Standard	Unclassified (1-hour)
Sulfates		Attainment (24-hour)
Visibly reducing particles		Unclassified (8-hour)
Vinyl chloride		Unclassified (24-hour)

1 Air Quality meets federal 1-hour Ozone standard (77 FR 64036). US Environmental Protection Agency (EPA) revoked this standard, but some associated requirements still apply. SMAQMD attained the standard in 2009. SMAQMD has requested EPA recognize attainment to fulfill the requirements.

2 Per Health and Safety Code Section 40921.5(c), the classification is based on 1989–1991 data, and therefore does not change.

3 2015 Standard.

Source: CARB 2019.

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants.

The nearest off-site sensitive receptors are residential neighborhoods located approximately 2 miles north and southwest of the park boundaries, and schools more than 2.5 miles north of the park boundaries.

Three on-site housing units for park staff that are owned by the Off-Highway Motor Vehicle Recreation Division (OHMVRD) of State Parks are located in the northwestern portion of the SVRA. Campsites are proposed as potential facilities to be located in designated areas of the SVRA; however, these receptors (campers) would stay in the park for only a limited amount of time (likely for two to three days at a time).

3.2.2 Regulatory Setting

Section 3.2.2, "Regulatory Setting," beginning on page 3.2-4 of the General Plan Draft EIR (State Parks 2015) contains a description of applicable air quality regulations, which include NAAQS and CAAQS for common air pollutants found all over the US referred to as criteria air pollutants. The discussion here provides an update of existing conditions to reflect new information available since certification of the General Plan EIR. The US Environmental Protection Agency (EPA) has established primary and secondary NAAQS for the following criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead. The California Air Resources Board (CARB) has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. The NAAQS and CAAQS are shown in Table 3.2-3.

Table 3.2-3 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS[a,b]	NAAQS[c] Primary[b,d]	NAAQS[c] Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	–	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	

Pollutant	Averaging Time	CAAQS[a,b]	NAAQS[c] Primary[b,d]	NAAQS[c] Secondary[b,e]
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	9.0 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead [f]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m^3	—	—
	Rolling 3-Month Average	–	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No National standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride [f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards; µg/m3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million.

a California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

c National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

d National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Sources: CARB 2016; EPA 2024.

Prairie City SVRA General Plan

The following goals and guidelines of the General Plan would apply to implementation of the RTMP:

- **OM Goal 6:** Limit potential air quality impacts within the planning area that could result from construction, maintenance, and OHV recreation activities.
  - **OM Guideline 6.1:** The following Basic Construction Emission Control Practices are required during construction of all projects (regardless of significance) occurring within the Sacramento Metropolitan Air Quality Management District's jurisdiction, which would include the entire planning area.
    - Water all exposed surfaces during construction activities two times daily. Exposed surfaces include but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
    - Cover or maintain at least 2 feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.

- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day during construction activities, and as necessary during operations. Use of dry power sweeping is prohibited.
- Limit construction-related vehicle speeds on unpaved roads to 15 miles per hour.
- Complete all paving of roadways, driveways, sidewalks, and parking lots as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or by reducing the time of idling to 5 minutes (required by California Code of Regulations Title 13, Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

o **OM Guideline 6.2:** For projects that would generate air pollutant emissions that exceed the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) construction threshold of significance, SMAQMD recommends the following measures to reduce exhaust-related air pollutant emissions. It is possible that not all of SMAQMD's required measures would apply to the proposed construction activities.

- The project representative shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project.
- The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment.
- The project representative shall provide the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.
- This information shall be submitted at least 4 business days prior to the use of subject heavy-duty off-road equipment.
- The District's Equipment List Form can be used to submit this information.
- The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs.
- The project representative shall provide a plan for approval by the lead agency and SMAQMD demonstrating that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent oxides of nitrogen (NO_x) reduction and 45 percent particulate reduction compared to the most recent California Air Resources Board fleet average.
- This plan shall be submitted in conjunction with the equipment inventory.
- Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

- The District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction.
- The project representative shall ensure that emissions from all off-road diesel powered equipment used in the planning area do no exceed 40 percent opacity for more than 3 minutes in any one hour.
- Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately.
- Noncompliant equipment will be documented and a summary provided to the lead agency and District monthly.
- A visual survey of all in-operation equipment shall be made at least weekly.
- A monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.
- SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other SMAQMD, state, or federal rules or regulations.

- **OM Guideline 6.4:** For projects that would exceed SMAQMD thresholds of significance, require that contractors and/or staff implement the following actions to minimize emissions of ozone precursors (reactive organic gases [ROG] and NOx) during construction activities:
  - Substitute electric- or gasoline-powered equipment for diesel-powered equipment, when feasible.
  - Use alternatively fueled construction equipment on-site, such as compressed natural gas, liquefied natural gas, propane, or biodiesel.
- **OM Guideline 6.5:** Require that event sponsors and/or staff members implement the following actions to reduce the release of fugitive dust during special events:
  - Before each special event, apply best available control measures (BACMs) for dust suppression that are safe for human exposure and ground application to areas that are not paved or covered with gravel and that would be used for parking, foot traffic, and/or nonmobile activities at special events (e.g., vendors, concert locations, display areas).
  - Apply BACMs immediately before setup of a special event and at the end of each special-event day, when the majority of visitors have left the SVRA. Apply subsequent treatments as needed during the special event if excessive dust is observed. Apply BACMs for dust suppression to control trackout/carryout and sediment where unpaved areas join paved areas.
- **OM Guideline 6.6**: Conduct a project-level environmental analysis for all construction projects located within 500 feet of any residences (on-site or off-site) to assess potential air quality impacts of construction-related emissions on the existing resident(s). If any applicable SMAQMD health risk significance thresholds (e.g., 10 in a million excess cancer risks, health hazard index above 1.0) are determined to be exceeded, the applicant and contractor shall implement all necessary measures to reduce impacts to a less-than-significant level. Measures could include but are not limited to use of Tier 4 equipment, use of alternative-fueled equipment, and limiting the hours of construction per day.
- **OM Guideline 6.7:** Continue to implement all existing dust suppression maintenance practices.

Sacramento Metropolitan Air Quality Management District

Criteria Air Pollutants

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary agency responsible for planning to meet NAAQS and CAAQS in Sacramento County. SMAQMD works with other local air districts in the Sacramento region to maintain the region's portion of the SIP for ozone. The SIP is a compilation of plans and regulations that govern how the region and State will comply with the CAA requirements to attain and maintain the NAAQS for ozone. The Sacramento Region has been designated as a "moderate" 2015 8-hour ozone nonattainment area with an extended attainment deadline of June 15, 2019 (EPA 2020). The 2018 Sacramento Regional 2008 8-Hour Ozone Attainment and Further Reasonable Progress Plan was approved by CARB on November 16, 2017. At a public meeting held on October 26, 2023, CARB approved the 2023 Sacramento Regional Plan for the 2015 70-ppb 8-Hour Ozone Standard (2023 Plan). The 2023 Plan was prepared by the five local air districts of the Sacramento Federal Non-attainment Area (Sacramento Region, or SFNA), with the support of CARB.

SMAQMD has developed a set of guidelines for use by lead agencies when preparing environmental documents. The guidelines contain thresholds of significance for criteria pollutants and toxic air contaminants (TACs), and also make recommendations for conducting air quality analyses. After SMAQMD guidelines have been consulted and the air quality impacts of a project have been assessed, the lead agency's analysis undergoes a review by SMAQMD. SMAQMD submits comments and suggestions to the lead agency for incorporation into the environmental document.

All projects are subject to adopted SMAQMD rules and regulations in effect at the time of construction. Specific rules relevant to the construction of future development under the project may include the following:

- **Rule 402**: **Nuisance.** A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.
- **Rule 403**: **Fugitive Dust.** The developer or contractor is required to control dust emissions from earthmoving activities or any other construction activity to prevent airborne dust from leaving the project site. Fugitive dust controls include the following:
    - Water all exposed surfaces two times daily.
    - Cover or maintain at least two feet of free board on haul trucks transporting soil, sand, or other loose material on the site.
    - Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day.
    - Limit vehicle speeds on unpaved roads to 15 miles per hour.
    - All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
    - Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes.

- Maintain all construction equipment in proper working condition according to manufacturer's specifications.

In addition, if modeled construction-generated emissions for a project are not reduced to levels below SMAQMD's mass emission threshold (of 85 pounds per day [lb/day] for NO_X, 80 lb/day or 13.2 tons per year (tpy) for PM_{10}, and 82 lb/day or 15 tpy for $PM_{2.5}$) after SMAQMD's standard fugitive dust construction mitigation is applied, then SMAQMD requires an off-site construction mitigation fee to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies (SMAQMD 2019).

SMAQMD also includes screening criteria for construction and operational emissions. Based on SMAQMD guidance, projects 35 acres or less would generally not exceed the district's construction NOx threshold (SMAQMD does not include a construction threshold for ROG and PM_{10} and $PM_{2.5}$ are compared to a 0 lb/day threshold prior to the implementation of fugitive dust best management practices [BMPs]). To use this screening level, projects cannot include: buildings of more than four stories tall; include demolition, include major trenching activities; have a construction schedule that is unusually compact, fast-paced, or include overlapping construction phasing; include cut-and-fill operations; and require the import or export of soil materials requiring considerable haul truck activity.

With respect to screening out operational emissions, SMAQMD has prepared a table for a variety of land use types (i.e., commercial, residential, educational, recreational, and retail) with a range of sizes expressed as kilo square feet, dwelling units, rooms, and students.

As discussed in greater detail under, "Thresholds of Significance," and "Methodology," the Thresholds of Significance have been developed in consideration of long-term regional air quality planning. Projects that are found to emit emissions in exceedance of these bright-line thresholds would generate a cumulatively considerable contribution of regional air pollution which could obstruct the region's attainment of the NAAQS and/or CAAQS or cause a localized exceedance of these concentration-based standards within the Sacramento Valley Air Basin (SVAB). Conversely, projects that emit levels of air pollution below these thresholds would not affect the SVAB's ability to attain the NAAQs and/or CAAQS.

Toxic Air Contaminants

At the local level, air districts may adopt and enforce CARB control measures for TACs. Under SMAQMD Rule 201 ("General Permit Requirements"), Rule 202 ("New Source Review"), and Rule 207 ("Federal Operating Permit"), all sources that possess the potential to emit TACs are required to obtain permits from SMAQMD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including New Source Review standards and air toxics control measures. SMAQMD limits emissions and public exposure to TACs through a number of programs. SMAQMD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. Sensitive receptors are people, or facilities that generally house people (e.g., schools, hospitals, residences), that may experience adverse effects from unhealthful concentrations of air pollutants. Notably, as the project is a recreational project, the project does not entail the construction or operation of stationary sources of TACs.

Odors

Although offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable stress among the public and often generating citizen complaints to local governments and SMAQMD. SMAQMD's Rule 402 ("Nuisance") regulates odors.

3.2.3 Discussion

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

Less-than-significant impact. See discussion under Criterion b) below.

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

Less-than-significant impact.

Construction

Prairie City SVRA is located in the Sacramento County portion of the SVAB, which is in nonattainment for federal and state ozone, state PM_{10}, and federal $PM_{2.5}$ standards. Construction activities under the RTMP would include temporary usage of construction equipment, material transport, clearing of vegetation or excavation for new or re-routed routes and trails or for new camping facilities, emissions of ozone precursors and generation of fugitive dust is anticipated.

Construction of facilities envisioned in the RTMP would generate emissions of ozone precursors and fugitive PM dust that would contribute to regional emissions. As discussed previously in Section 3.2.2, "Regulatory Setting," SMAQMD uses screening criteria to determine whether or not a project's emissions would result in a significant NOx impact (SMAQMD does not include a construction threshold for ROG and PM_{10} and $PM_{2.5}$ are compared to a 0 lb/day threshold prior to the implementation of fugitive dust BMPs). The project would introduce 22.53 acres of new nonmotorized facilities, which would be less than SMAQMD's recommendation that projects 35 acres or less would not exceed the district's construction NOx threshold. Moreover, the project would not entail:

- buildings of more than four stories tall;
- demolition;
- major trenching activities;
- a construction schedule that is unusually compact, fast-paced, or include overlapping construction phasing;
- cut-and-fill operations; and
- the import or export of soil materials requiring considerable haul truck activity.

In addition, implementation of General Plan OM Goal 6 and OM Guidelines 6.1 through 6.7 would limit the generation of exhaust and fugitive PM dust emissions. General Plan OM Guideline 6.1 mirror the fugitive dust BMPs recommended by SMAQMD to adjust its thresholds of significance for PM_{10} and $PM_{2.5}$ from 0 lb/day to 80 and 82 lb/day, respectively. Given the project's size and characteristics, construction of the project would not result in emissions exceeding SMAQMD's thresholds of significance and would, thus, not conflict with long-term regional air quality planning in the SVAB. Therefore, the project would not contribute to an adverse health outcome.

Implementation of the General Plan OM Guidelines 6.1 through 6.7 would ensure that construction-related emissions would be reduced to a less-than-significant level on a project level. Therefore, because the construction-related emissions associated with RTMP implementation would not exceed the applicable SMAQMD thresholds of significance on a project level, they would not be considered a cumulatively considerable contribution to existing air quality. Furthermore, with the inclusion of appropriate air quality SPRs

(SPRs AQ-1 through AQ-5), the RTMP would not have a cumulative net increase of any criteria pollutant for which the park is in nonattainment under applicable federal or State AAQS.

This impact would be less than significant.

Operation

Operational activities as a result of the RTMP would generate air pollutant emissions associated with recreational OHV activities, visitors coming to and leaving the SVRA, some campfire and generator/RV activity during September through June, and periodic maintenance activities; however, operation of the project would not result in an increase in recreational OHV activities as compared to baseline conditions because the RTMP would redirect and separate existing uses, rather than substantially expand OHV facilities or visitor capacity. Additionally, the RTMP would introduce fewer than 110 trips per day of automobile visits (see discussion under Criterion b) in Section 3.15.3 under Section 3.15, "Transportation").

With respect to screening out operational emissions, SMAQMD has prepared a table for a variety of land use types (i.e., commercial, residential, educational, recreational, and retail) with a range of sizes expressed as kilo square feet, dwelling units, rooms, and students. For reference, a single-family housing project would not exceed SMAQMD's ozone precursor (i.e., ROG and NOx) and PM thresholds if it were composed of 485 and 1,000 dwelling units, respectively. A single-family housing project would include many additional sources of criteria air pollution not associated with the project, such as natural gas combustion, notably higher additional trips per day, and use of consumer products (e.g., aerosols and cleaning agents). Given that the project would not include these types of criteria air pollutant emitting actions, and would not introduce more OHV activity as compared to baseline conditions, include minimal maintenance activities, some campfire emissions, and fewer than 110 trips per day, the project would reasonably not generate operational emissions exceeding SMAQMD's thresholds of significance for ROG, NOx, PM_{10}, and $PM_{2.5}$. Therefore, the RTMP would not have a cumulative net increase of any criteria pollutant for which the park is in nonattainment under applicable federal or State AAQS.

This impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-significant impact. The RTMP is a guiding document for Prairie City SVRA park staff and managers who construct route or trail improvements, maintain or repair existing routes and trails, or are otherwise involved with route and trail management within the park. The RTMP establishes goals and guidelines for the overall route and trail system, as well as for other future recreational facilities (e.g., camping facilities) within the park. There are no sensitive receptors, such as schools or hospitals, within or near the park. Because of the rural location of the park, the nearest sensitive receptors are residential neighborhoods located approximately 2 miles north and southwest of the park boundaries and schools located more than 2.5 miles north of the park's boundaries, well beyond significant TAC impact distances especially when considering prevailing winds are from the west. The construction-related and operational impacts of the RTMP with regard to exposure of sensitive receptors to substantial pollutant concentrations are discussed separately below.

Construction

TAC emissions sources during construction of new facilities and the grading of terrain would most likely be from diesel PM from heavy-duty equipment. Additional diesel PM emissions associated with construction material delivery trucks would occur along the main roadway providing access to Prairie City SVRA, which distributes truck emissions over a broad area. For the vehicles on-site, construction activities would occur at various locations around the park, making them less concentrated. In addition, during construction of routes, trails, and facilities as envisioned in the RTMP, State Parks would implement goals and guidelines from the General Plan, such as OM Goal 6 and associated guidelines that limits potential air quality impacts within the park caused by

construction, maintenance, and OHV recreation activities, and OM Guideline 6.6, which specifically requires evaluation of the health risk impacts of construction activities within 500 feet of residences and implement measures to reduce impacts if found to exceed applicable thresholds.

As determined by CARB, PM emissions from large roadways have been shown to drop approximately 70 percent at 500 feet from the emissions source (CARB 2005). Emissions from construction activities would not be as intensive or continuous as emissions from a large roadway source; therefore, the buffer distances and resulting analyses and measures in OM Guideline 6.6 are anticipated to be sufficient to reduce potential construction TAC emissions to a less- than-significant level. Furthermore, construction emissions would be spread out over the next 10-15 years as individual projects are prioritized and implemented across the nine separate management zones in the park; and for each individual project, construction activities would be temporary and intermittent as vehicles work in certain areas for limited amounts of time and do not operate continuously through each day. Considering these factors, construction-related impacts from exposure of sensitive receptors to pollutant concentrations would be less than significant.

Operation

Because of the distributed nature of OHV use throughout the park, the likelihood that substantial TAC concentrations would build up in any one location is very low. In addition, operational activities associated with the RTMP would involve primarily gasoline-fueled OHVs, which have considerably lower TAC emissions than diesel-fueled vehicles and do not emit diesel PM. Furthermore, the OHV activities would occur throughout Prairie City SVRA. Therefore, it is anticipated that the minimal TAC emissions associated with operations under the RTMP (e.g., OHV use) would be spread around the park and substantial concentrations would not be generated near sensitive receptors. As a result, sensitive receptors would have limited exposure to TAC emissions during operational activities associated with the RTMP, and the operational impacts of exposure of sensitive receptors to pollutant concentrations would be less than significant.

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

Less-than-significant impact. The RTMP is a guiding document for route and trail planning, management, and maintenance within Prairie City SVRA. The RTMP would improve the recreational opportunities in Prairie City SVRA by constructing new or re-routed OHV routes and new mountain biking trails, hiking trails, and camping facilities, and would not result in the introduction of any new permanent sources of odors to the area. Because future construction under the RTMP would be intermittent, temporary, limited in scale (e.g., new or re-routed routes or trails), and would occur within the park boundary, any construction-related odors would be minor and would not affect a substantial number of people. Therefore, this impact would be less than significant.

3.2.4 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts to air quality:

- **AQ-1:** During dry, dusty conditions, all active construction areas will be lightly sprayed with dust suppressant to reduce dust without causing runoff.
- **AQ-2:** All trucks or light equipment hauling soil, sand, or other loose materials on public roads will be covered or required to maintain at least 2 feet of freeboard.
- **AQ-3:** All gasoline-powered equipment will be maintained according to manufacturer's specifications, and in compliance with all State and federal requirements**.**

- **AQ-4:** Paved streets adjacent to the Park shall either be swept or washed at the end of each day, or as required, to remove excessive accumulations of silt and/or mud that could have resulted from project-related activities.
- **AQ-5:** Excavation and grading activities will be suspended when sustained winds exceed 15 miles per hour (mph), instantaneous gusts exceed 25 mph, or when dust occurs from remediation related activities where visible emissions (dust) cannot be controlled by watering or conventional dust abatement controls.

3.3 BIOLOGICAL RESOURCES

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

3.3.1 Environmental Setting

Biological resources within Prairie City SVRA were identified in the General Plan and associated EIR, which evaluated potential impacts to these resources. Section 3.3.1, "Existing Setting," beginning on page 3.3-1 of the General Plan Draft EIR (State Parks 2015b) describes existing conditions related to biological resources. The discussion here provides an update of existing conditions to reflect new information available since certification of the General Plan EIR. Specifically, this section includes a summary of changes to biological resources based on updated listing status or additions and also describes biological resources in Zone 6 of Prairie City SVRA, because

this area was not a part of Prairie City SVRA at the time the General Plan and EIR were completed. To determine the biological resources that may be subject to impacts from implementation of the RTMP, including biological resources with potential to occur in Zone 6 and those whose status may have changed since preparation of the General Plan and EIR, Ascent biologists conducted updated database searches and reviewed several existing data sources including:

- California Natural Diversity Database (CNDDB) record search of the Buffalo Creek, Carbondale, Folsom SE, Folsom, Clarksville, Citrus Heights, Carmichael, Elk Grove, and Sloughhouse U.S. Geological Service 7.5-minute quadrangles (CNDDB 2024);
- California Native Plant Society (CNPS), Inventory of Rare and Endangered Plants of the Buffalo Creek, Carbondale, Folsom SE, Folsom, Clarksville, Citrus Heights, Carmichael, Elk Grove, and Sloughhouse U.S. Geological Service 7.5-minute quadrangles (CNPS 2024);
- US Fish and Wildlife Service (USFWS) Information for Planning and Consultation project planning tool (IPaC) (USFWS 2024);
- Prairie City SVRA Final General Plan (State Parks 2016);
- Prairie City SVRA Draft Environmental Impact Report (State Parks 2015b);
- Prairie City SVRA Jurisdictional Delineation Report (State Parks 2020b);
- Prairie City SVRA Wildlife Habitat Protection Plan (State Parks 2022);
- *Delineation of Wetlands and Other Waters of the U.S. for the proposed Coyote Gulch Erosion Control Project* (State Parks 2023); and
- Prairie City SVRA RTMP Draft Aquatic Resources Delineation Report (State Parks 2024).

Vegetation and Habitat Types

Vegetation at Prairie City SVRA was mapped in 2013 according to the standardized statewide classification system described by VegCAMP and the California Manual of California Vegetation (Sawyer et al. 2009) and this mapping was updated in 2021 as part of the 2022 Prairie City SVRA Wildlife Habitat Protection Plan (State Parks 2022). Based on the VegCAMP vegetation mapping and observations made during multiple aquatic resources delineations, upland habitat at Prairie City SVRA is mainly composed of California annual grassland, with scattered stands of coyote brush scrub, Fremont cottonwood forest and woodland, and sandbar willow thickets. Species composition and abundance vary considerably in annual grasslands depending on site factors such as soil chemistry and texture, topography, and disturbance regime. In addition, species composition and abundance vary temporally from season to season and year to year (Sawyer et al. 2009: 30). In currently active riding areas of the SVRA, the grasslands are classified as disturbed annual grasslands in the General Plan. These grasslands are dissected by trails, dominated by nonnative species, and support very sparse vegetative cover with a lot of bare ground. In the Vernal Pool Management Areas, the grasslands are composed of a diverse assemblage of native and nonnative annual grasses and native and nonnative forbs, also predominantly annuals, but generally also containing a lot of native perennial forbs, especially geophytes in the brodiaea family (*Themidaceae*). Aquatic habitats consist of vernal pools, seasonal wetlands, palustrine emergent wetlands, and riverine intermittent streams. Zone 6 is also composed of California annual grassland with vernal pool complexes and palustrine emergent wetlands. Section 2.3.2.1 of the General Plan (State Parks 2016) also identifies smaller areas within Prairie City SVRA in Zones 1 through 5 characterized by coyote brush scrub, blue oak woodland, cottonwood/willow stand, developed/ornamental, and marsh/palustrine habitats.

Sensitive Natural Communities

The California Department of Fish and Wildlife (CDFW) maintains a list of plant communities that are native to California. Sensitive natural communities are those native plant communities defined by CDFW as having limited distribution statewide or within a county or region and that are often vulnerable to environmental effects of projects (CDFW 2018). CDFW designates sensitive natural communities based on their state rarity and threat ranking using NatureServe's Heritage Methodology. Natural communities with a rarity ranking of S1 to S3, where S1 is critically imperiled, S2 is imperiled, and S3 is vulnerable, are considered sensitive natural communities to be addressed in the environmental review processes of CEQA and its equivalents (CDFW 2018). The Fremont cottonwood and willow vegetation type that is present in Prairie City SVRA is a sensitive natural community with a state rarity ranking of S3. Additionally, many of the vernal pools in the SVRA may be composed of vegetation alliances that are sensitive natural communities, including Fremont's tidy-tips - blow wives vernal pools (S3) and Fremont's goldfields - Downingia vernal pools (S2), especially in the Vernal Pool Management Areas.

Special-Status Species

Special-status species are plants and animals in the following categories:

- listed or proposed for listing as threatened or endangered under the federal Endangered Species Act or candidates for possible future listing;
- listed or candidates for listing by the State of California as threatened or endangered under the California Endangered Species Act;
- listed as rare under the California Native Plant Protection Act;
- listed as Fully Protected under the California Fish and Game Code;
- identified by CDFW as species of special concern;
- considered a locally significant species, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA Section 15125 (c)) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); or
- otherwise meets the definition of rare or endangered under CEQA Section 15380 (b) and (d).
- taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR). The CDFW system includes six rarity and endangerment ranks for categorizing plant species of concern, which are summarized as follows:
    - CRPR 1A Plants presumed to be extinct in California;
    - CRPR 1B Plants that are rare, threatened, or endangered in California and elsewhere;
    - CRPR 2A Plants that are presumed extirpated in California, but more common elsewhere;
    - CRPR 2B Plants that are rare threatened, or endangered in California, but more common elsewhere.
    - CRPR 3 - Plants about which more information is needed (a review list); and
    - CRPR 4 - Plants of limited distribution (a watch list).

    All plants with an assigned CRPR are considered "special plants" by CDFW. The term "special plants" is a broad term used by CDFW to refer to all of the plant taxa inventoried in CDFW's CNDDB, regardless of their legal or protection status. Plants ranked as CRPR 1A, 1B, 2A, and 2B may qualify as endangered, rare, or threatened species within the definition of CEQA Guidelines Section 15380. CDFW recommends that potential impacts to CRPR 1 and 2 species be evaluated in CEQA documents. In general, CRPR 3 and 4

species do not meet the definition of endangered, rare, or threatened pursuant to CEQA Guidelines Section 15380. However, these species may be evaluated by the lead agency on a case-by-case basis. For this analysis, CRPR 3 and 4 species are included.

The CNDDB is a statewide database, managed by CDFW that is continually updated with the location and condition of the state's rare and declining species. Although the CNDDB is the most current and reliable tool available for tracking occurrences of special-status species, it contains only those records that have been reported to CDFW. Many areas have not been surveyed comprehensively for special-status species and not all special-status species detections are reported to CNDDB or CNPS. Therefore, it is possible that a rare plant or animal could be present on the property but not documented in the CNDDB or CNPS Inventory.

Section 2.3.2, "Biotic Resources," of the General Plan identified 26 special-status wildlife species and 10 special-status plant species with potential to occur or known to occur on Prairie City SVRA. However, five of the wildlife species are birds that are unlikely to nest and have only been detected as fly overs, 1 bat species is unlikely to roost, and another 6 wildlife species have not been detected during prior surveys on Prairie City SVRA or Prairie City SVRA is outside of the species' known range (State Parks 2016). Additional species were identified as having potential to occur in the region based on species' range and habitat requirements, and on the prior and updated database searches. Several of these species are unlikely to occur based on elevation or geographical range, or lack of suitable habitat at Prairie City SVRA. A complete list of these plant and wildlife species, their current listing status, habitat requirements, and potential for occurrence is compiled in Appendix B. The potential for occurrence determinations identified in the General Plan for these species also apply to Zone 6 of Prairie City SVRA.

Two additional plant species have been added to the CNPS Rare Plant Inventory and assigned a CRPR since the preparation of the General Plan. These plants are valley brodiaea (*Brodiaea rosea* ssp. *vallicola*; CRPR 4.2) and spicate calycadenia (*Calycadenia spicata*; CRPR 1B.3). Both valley brodiaea and spicate calycadenia occur in grassland habitats. Valley brodiaea also occurs in vernal pools or in gravelly or sandy areas, and spicate calycadenia also occurs in woodland habitats, disturbed areas, roadsides, openings, and dry, rocky or gravelly areas. There is grassland, vernal pool, roadside, and disturbed habitat potentially suitable for both these species within Prairie City SVRA.

Spicate calycadenia did not have a prior conservation status and was added to the CNPS Rare Plant Inventory because this species has a narrow distribution, appears to have disappeared from much of its former range, and the extant occurrences are presumably on private land which will makes conservation and assessment challenging (Stone et al. 2023). Specific information on the status review and subsequent addition of valley brodiaea to the CNPS Rare Plant Inventory could not be determined but is presumed to be similar to that of spicate calycadenia. These species are identified in bold in Table 1, Appendix B. Valley brodiaea was found within Prairie City SVRA during surveys conducted in spring 2024 and spicate calycadenia has potential to occur within Prairie City SVRA.

Of the wildlife species identified with potential to occur or known to occur on Prairie City SVRA, two species, western pond turtle (*Emys marmorata*) and western spadefoot (*Spea hammondii*), previously CDFW species of special concern, are now also proposed federally threatened. In addition, foothill yellow-legged frog (*Rana boylii*, pop.5), southern Sierra distinct population segment (DPS), was listed as federally and state endangered since the preparation of the General Plan. Crotch's bumble bee (*Bombus crotchii*) has been listed as a candidate for state endangered since the preparation of the General Plan. These wildlife species that have been listed or changed listing status since preparation of the General Plan and EIR are identified in bold in Table 2, Appendix B. Species ranges and habitat requirements were examined for these species. Foothill yellow-legged frog is unlikely to occur within Prairie City SVRA because Prairie City SVRA is outside of the range of this species and the DPS.

Crotch's bumble bee, along with three other bumble bee species, was designated as a candidate for listing as endangered under CESA by the California Fish and Game Commission on May 31, 2022. In June of 2023, CDFW released *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species*, which included survey and mitigation guidance for the four candidate species, as well as updated current range maps for each species (CDFW 2023). Crotch's bumble bee has recently undergone declines in abundance and distribution and is no longer present across much of its historic range (Xerces Society 2018). However, the current range of the species includes all of Sacramento County (CDFW 2023). The nearest documented occurrences of Crotch's bumble bee were detected approximately 3.3 miles southwest of Prairie City SVRA in June 2020 on dry, grazed vernal pool grassland (CNDDB 2024).

Bumble bees have three basic habitat requirements: suitable nesting sites for the colonies, availability of nectar and pollen from floral resources throughout the duration of the colony period (spring, summer, and fall), and overwintering sites suitable for the queens. In California, Crotch's bumble bees typically inhabit open grassland and scrub habitats (Xerces Society 2018). Crotch's bumble bees nest underground and likely use, at least in part, old rodent burrows (Williams et al. 2014; Xerces Society 2018). Some bumble bees favor nest sites near woody transitional habitats and nest in holes or crevices in leaf litter, beneath woody debris, at the base of a tree, in herbaceous plant debris, or near grass clumps (Lanterman et al. 2019). Overwintering likely occurs primarily in woodlands (USFWS 2021). Overwintering queens may prefer shaded areas near trees in areas without dense vegetation and north-facing slopes (Liczner and Colla 2019; Williams et al. 2019). Bumble bees in California have been documented overwintering under 1–2 inches of duff, between leaf/needle litter and mineral soil (Williams et al. 2014). The project area contains habitat suitable for Crotch's bumble bee nesting, foraging, and potentially overwintering.

3.3.2 Regulatory Setting

Section 3.3.2, "Regulatory Setting," beginning on page 3.3-1 of the General Plan Draft EIR contains a description of applicable biological resource regulations, which include the federal Endangered Species Act, the Migratory Bird Treaty Act, Sections 404 and 401 of the Clean Water Act, the California Endangered Species Act, the California Fish and Game Code, California Rare Plant Rank species designations, and the Porter-Cologne Water Quality Control Act.

Prairie City SVRA General Plan

The following policies of the 2016 Prairie City SVRA General Plan would apply to biological resources that could be affected by implementation of the RTMP:

- **IE Goal 3:** Expand understanding of ecological relationships and heighten awareness of and sensitivity to human impacts.
    - **IE Guideline 3.1:** Work with interested parties to provide education about the natural ecosystem processes at the SVRA.
    - **IE Guideline 3.2:** Provide opportunities for visitors to gain an understanding of the SVRA's diverse natural resources, including vernal pools, oak woodland, and grassland. Interpret local ecology and explain vulnerabilities of sensitive biological resources to human disturbance.
    - **IE Guideline 3.3:** Highlight opportunities for OHV recreationists to minimize their impacts on natural resources through engaging, creative interpretive programming. Provide information about temporary and rotating area closures to encourage visitors to allow natural regenerative processes to occur in these areas; foster an understanding about the benefits of these closures.

- **NRM Goal 1:** Manage the SVRA for a balance of uses that allow protection and stewardship of natural resources while maintaining a quality OHV recreational experience.
  - **NRM Guideline 1.1:** Locate visitor-serving facilities in prior disturbed areas or in areas of relatively low resource value to minimize disturbance to higher value habitat areas.
  - **NRM Guideline 1.2:** Conduct site-specific surveys/mapping of sensitive biological resources (such as special-status species and sensitive habitats) before planning new visitor-serving or operations facilities, or expanding or relocating existing ones. Consider the location and extent of these resources during the planning and design process. Design the route and trail system in the northern portion of the planning area to avoid vernal pools. Avoid affecting sensitive biological resources during planning, design, and construction. Utilize fencing and other methods to exclude public access in the vernal pool management use areas and other environmentally sensitive areas, as necessary. Conduct worker environmental awareness training for construction personnel before construction.
  - **NRM Guideline 1.3:** In the event that disturbing a sensitive biological resource is unavoidable, minimize the disturbance to the minimum area necessary to achieve the project purpose. Identify and implement measures to offset impacts in consultation with a qualified biologist and the appropriate resource agencies (e.g., CDFW, USFWS, USACE, and the Central Valley RWQCB), depending on the listing or protection status of the resource.
  - **NRM Guideline 1.4:** Continue to implement the OHMVRD's Habitat Monitoring System (HMS) consistent with State Park resource management directives, and with the specific biological provisions that outline management programs for working with natural processes of vegetation succession, controlling the spread of noxious and invasive weeds, and protecting natural wildlife habitat. Use the HMS as a tool to aid in the implementation of park-specific monitoring and adaptive management, with a focus on trends in percent habitat cover, focal species distribution and abundance, and comparisons between riding and nonriding areas. When completed, incorporate use of the HMS data management system to accumulate, standardize, and analyze records of plants, animals, and habitats in the planning area and guide adaptive management.
  - **NRM Guideline 1.5:** Focus new trail development in areas of relatively low habitat value. Route new trails around the edges of high-quality habitat and include buffers to avoid habitat fragmentation. Determine the size of the buffers based on site-specific conditions and the habitat requirements of the species that may use the habitat and buffers, in communication with appropriate trustee and responsible agencies, such as CDFW, USACE, and USFWS. Where high-quality habitats being avoided are close to each other, size the buffers to provide connectivity between the habitats.
- **NRM Goal 2:** Encourage a balance of uses that allow for the restoration or enhancement of natural habitats while maintaining a quality OHV recreational experience.
  - **NRM Guideline 2.1:** Implement an adaptive management plan for biological resources that combines results of monitoring implemented through the HMS (NRM Guideline 1.4) and monitoring for soil conservation (Soils Guideline 1.1) to allow natural regenerative processes to occur.
  - **NRM Guideline 2.2:** Implement adaptive management, including temporary or rotating closures, invasive species management, and habitat enhancement, to allow natural regenerative processes to occur in areas that contain natural habitats that will not be subject to repeated disturbance; enact these measures proactively. Use signage to inform visitors of areas that contain sensitive biological resources or are closed. Use interpretive materials to inform visitors of habitat enhancement and restoration activities to promote environmental stewardship.

- **NRM Guideline 2.3:** Manage SVRA landscapes to preserve natural vegetation and to enhance native California plant communities and associated habitat functions and values. Management strategies include habitat restoration and enhancement; invasive species management; focused propagation of desired species; fencing or other barriers to protect sensitive habitats such as riparian areas, to maximize natural recruitment of riparian species; controlled burns; or other management technique proven beneficial to the maintenance of healthy natural ecosystems.
- **NRM Guideline 2.4:** Apply state-of-the-art science, as defined at the time of implementation, and ecological knowledge to the management of natural communities and associated habitat functions at the SVRA, particularly in the vernal pool management use area. Management strategies shall take current science and results from ongoing management and research into consideration. OHMVRD environmental scientists shall conduct research and coordinate studies with research at other SVRAs, as appropriate.

- **Plant Goal 1:** Manage the SVRA for a balance of uses that allow protection of special-status plants and sensitive natural communities while maintaining a quality OHV recreational experience.
  - **Plant Guideline 1.1:** Conduct protocol-level surveys for special-status plants on the sites of proposed trails and facilities during the planning and design process. Conduct the surveys during the blooming season for all potentially occurring special-status plant species according to the most current methodology recommended by CDFW and USFWS, depending on the listing status of the species. A qualified botanist familiar with the flora of Sacramento County shall conduct the surveys. Document the survey results in a written report submitted to the OHMVRD. Map the location and extent of all occurrences of special-status plant species encountered during the surveys and maintain the data in the SVRA's Geographic Information System database. If construction is delayed, repeat special-status plant species surveys every 5 years to ensure that data are current and account for long-term and seasonal variation.
  - **Plant Guideline 1.2:** Prohibit impacts, including ground disturbance, trail construction, facility construction, or public access, on occurrences of special-status plants if any are found during project implementation.
  - **Plant Guideline 1.3:** Use drought-tolerant plants, and whenever feasible, use plants native to the site for landscaping. Select plants that require little or no irrigation. If irrigation is required for plant establishment, use temporary irrigation methods that allow a gradual tapering off of watering over a 3- to 5-year period. Regulate water pressure at a level that applies sufficient water without causing erosion, damage to plants, or runoff.
  - **Plant Guideline 1.4:** Monitor for existing and/or incipient populations of invasive weeds annually. If new invasive weeds are documented, implement actions to prevent their establishment and spread before they become established or occupy large portions of the SVRA. Maintain weed management practices for the SVRA consistent with the OHMVRD policies or other applicable guidance and based on best available science.
  - **Plant Guidelines 1.5:** Prohibit removal of native trees unless the health of the tree warrants removal. Trees that must be removed to accommodate the siting of facilities will be replaced elsewhere in the SVRA. At both new and existing facilities, avoid root compaction and physical damage to native trees. Conduct restoration or enhancement of native oak woodland at the Barton Ranch acquisition area.

- **Wildlife Goal 1:** Manage the SVRA for a balance of uses that maintain a quality OHV recreation experience while allowing protection of native wildlife species, including special-status wildlife species and their designated habitats.
  - **Wildlife Guideline 1.1:** Conduct annual (or more frequent) monitoring as part of the HMS to look for potential signs of active use by American badger, including dens, and signs of active use by burrowing owls. If signs are detected during monitoring, consider active management strategies to encourage and preserve use of the site by these species. Such strategies include locating facilities at a distance of 100 feet or greater, as determined appropriate based on consultation with or guidance from CDFW, from any active burrowing owl or American badger dens.
  - **Wildlife Guideline 1.2:** avoid siting new facilities within 250 feet of pools known or later identified to support vernal pool fairy shrimp, vernal pool tadpole shrimp, western pond turtle, or western spadefoot.
  - **Wildlife Guideline 1.3:** Avoid siting facilities within 100 feet of elderberry shrub locations. If work or placement of facilities closer to existing shrubs is required, implement appropriate measures, developed in consultation with USFWS, to avoid or compensate for direct and indirect impacts on valley elderberry longhorn beetle within the SVRA.
  - **Wildlife Guideline 1.4:** Avoid known breeding locations of all special-status species known to occur in the planning area during the placement of new facilities.
  - **Wildlife Guideline 1.5:** Conduct a preconstruction survey of the construction zone and establish an appropriate buffer (as determined by a qualified biologist) within 2 weeks of construction onset if construction activities are planned during the breeding season of common and special-status birds (February 1 through August 15). If breeding birds are documented, establish appropriate buffer zones around the occupied nests to protect the birds until the young have fledged.
  - **Wildlife Guidance 1.6:** Ensure that a qualified wildlife biologist conducts focused surveys for Swainson's hawk nests within 14 days before the start of construction activities if planned during the Swainson's hawk nesting season (March 1 through August 31). Surveys will be conducted in habitat with potentially suitable nest trees occurring within the project site and within one-quarter mile of the boundaries of the project site. If an active Swainson's hawk nest is detected during preconstruction surveys, OHMVRD staff or its designated representative shall notify CDFW and establish a 0.25-mile-minimum protective buffer around the nest. No construction activities with potential to disturb nesting Swainson's hawks will occur within the one-quarter-mile protective buffer until the nest is no longer active or until the qualified biologist, in consultation with CDFW, determines that the proposed construction activities pose no risk of nest abandonment or other disruptions to nesting activities.
  - **Wildlife Guidance 1.7:** Develop and implement appropriate measures to avoid or compensate for potential direct and indirect impacts of project-specific activities on special-status amphibians and reptiles in upland habitats if construction activities are planned within suitable upland habitat for special-status amphibians or reptiles (western pond turtle or western spadefoot) and within the known maximum upland dispersal distance of those species from known breeding habitat. Before the start of construction, implement any protection or mitigation measures agreed upon during consultation with the wildlife agencies.
- **Water Goal 1:** Manage the SVRA for the protection of jurisdictional waters of the United States, including wetlands, and waters of the state, while maintaining a quality OHV recreational experience.

- **Water Guideline 1.1:** Avoid locating facilities in areas delineated as jurisdictional waters of the United States, including wetlands; areas that qualify as waters of the state under the Porter-Cologne Water Quality Control Act of 1969, and areas subject to California Department of Fish and Wildlife (CDFW) regulation under California Fish and Game Code Section 1602. Where avoidance is not feasible, such as for trail crossings, design facilities to minimize impacts.

- **Water Goal 2:** Manage the SVRA for the protection of water quality while maintaining a quality OHV recreational experience.
  - **Water Guideline 2.1:** Avoid siting facilities in and immediately adjacent to riparian areas or stream corridors and within waters of the United States or the state. Stream corridors shall be managed with vegetated buffers and crossings shall be properly sited for circulation and designed to minimize erosion and other water quality impacts. Culverts or bridge crossings shall be considered in highly erosive areas. Design measures include but are not limited to:
    - armoring approaches,
    - providing sediment traps or filter areas,
    - hardening the crossing surface,
    - protecting the streambanks from vehicle backwash and overflow during flooding, and modifying super elevation (direction of tilt) such that roads and trails drain away from stream corridors.
  - **Water Guideline 2.2:** Implement BMPs in operating the SVRA, consistent with the most current water quality management prescriptions. Monitor water quality regularly and implement adaptive management practices as warranted. Adaptive management practices used may include permanent or seasonal area closures, facility redesign, and hillside restoration.
  - **Water Guideline 2.3:** Implement all water quality control measures required under the NPDES Construction General Permit before, during, and after the construction of facilities proposed and envisioned in this General Plan. Develop a SWPPP, including the identification of BMPs that must be implemented to reduce water quality degradation of receiving waters during and after has context construction activities. Incorporate construction BMPs from the OHV BMP Manual or subsequent applicable document, as appropriate.
  - **Water Guideline 2.4:** Incorporate permanent water quality control features, as appropriate when developing detailed plans for facilities proposed and envisioned in this General Plan. As appropriate to designs, incorporate information from the OHV BMP Manual and the OHMVR Soil Standard [OHMVRD Soil Conservation Standard and Guidelines] (or subsequent amendments), and the Aerojet Feasibility Report for Area 39, which was completed in 2018 and will contain prescriptive measures designed to help reduce contaminant transport in groundwater. Select water quality control features suitable to site conditions at Prairie City SVRA and consistent with state-of-the art science on water quality management. Avoid direct discharge to receiving water bodies.
  - **Water Guideline 2.5:** Improve areas that have experienced substantial erosion from surface water runoff, as determined by annual inspections, to reduce erosion and sedimentation. Implement rehabilitation concepts for these features, as appropriate.
  - **Water Guideline 2.6:** Close an area to OHV use if it has been determined that the area cannot feasibly be rehabilitated or reclaimed in accordance with OHMVRD water quality management standards.
  - **Water Guideline 2.7:** Prohibit recreational use of special vehicles and accessories, such as “widowmaker” tires, chained tires, or tracked vehicles, in the SVRA unless special permission is given by

the District Superintendent. The District Superintendent has the authority to prohibit use of any vehicle or accessory that is inappropriate in the SVRA.

Prairie City Wildlife Habitat Protection Plan

Recent changes to the Public Resources Code necessitated revisions to the Habitat Monitoring System referenced in NRM Guideline 1.4 and NRM Guideline 2.1. To comply with new requirements to ensure park operations conserve and improve wildlife and habitat, a new Wildlife Habitat Protection Plan was developed which considers statutorily required state and regional conservation objectives, applies best available science, updates the wildlife and native plant community inventories, and includes annual monitoring to ensure objectives are being met. Future development under the RTMP would design, construct, and maintain sustainable roads and routes consistent with this Wildlife Habitat Protection Plan or subsequent updates.

3.3.3 Discussion

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less-than-significant impact. As described in the environmental setting section, there are several special-status plant and wildlife species with potential to occur or known to occur on Prairie City SVRA.

Implementation of the RTMP includes motorized and nonmotorized trail construction, new facilities construction, and increased nonmotorized recreational use from opening additional zones (North Vernal Pool Management Area [NVPMA], East Vernal Pool Management Area [EVPMA], Zone 5, and Zone 6) to new recreational uses. New trails and increased nonmotorized recreational uses could result in direct loss of or disturbance to special-status plants and wildlife and their habitat.

Future projects proposed under the RTMP would adhere to General Plan guidelines associated with IE Goal 3, NRM Goals 1 and 2, Plant Goal 1, Wildlife Goal 1, and Water Goals 1 and 2, as discussed in Section 3.3.4, “Environmental Evaluation,” of the Prairie City SVRA General Plan Draft EIR (State Parks 2015b). In addition, implementation of SPRs (Appendix A), consisting of SPRs GEN-1 through GEN-4 and BIO-1 through BIO-25, would further avoid and minimize adverse effects on special-status plant and wildlife species and their habitats.

Loss of or disturbance of special-status plant and wildlife species associated with vernal pool habitat would be further avoided and minimized through consistency with General Plan guidelines and RTMP parkwide recommendations that require designing new trails to avoid disturbance to wetlands and other sensitive resources. The RTMP parkwide recommendations related to design also require minimizing trail and facility construction within 250 feet of vernal pools, where practicable, conducting protocol-level surveys for the presence of special-status species in the vernal pool and a site-specific evaluation of the affected vernal pool, including a micro watershed analysis to determine whether the proposed facility location would affect the hydrology of the vernal pool. New trails and facilities would be constructed within 250 feet of a vernal pool, subject to permit requirements, if no special-status species are present, or the affected area would not alter the hydrology of the vernal pool. Motorized or nonmotorized trails and facilities would be constructed incorporating design features to minimize hydrologic alterations, degradation of habitat value (such as minimizing fugitive dust, soil compaction, sedimentation, and spread of invasive species), and would prevent off-trail access while maintaining a 100-foot buffer around the vernal pool. In addition, for proposed motorized trail construction within 250 feet of vernal pools, consultation with wildlife agencies, consistent with General Plan NRM Guideline

1.3, will be required as part of additional project specific environmental analysis. If special-status species are present or the affected area drains into the vernal pool, only nonmotorized trails would be allowed and would only be constructed if it can be demonstrated with substantial evidence that low impact design features would prevent a degradation of vernal pool hydrologic function and habitat value.

Surveys for special-status plants, including valley brodiaea and spicate calycadenia, would be conducted prior to new trail construction, consistent with General Plan Plant Guidelines 1.1 and 1.2, and SPRs BIO-8 through BIO-15. If these species, or other special-status plant species are found, construction activities and trail design would avoid these species and their occupied habitat. If loss of special-status plant species is unavoidable, consultation with wildlife agencies to compensate for losses, consistent with General Plan NRM Guideline 1.3, will be required as part of additional project specific environmental analysis.

Western pond turtle has not been observed at Prairie City SVRA during prior surveys or habitat monitoring. However, wetland, marsh, and stream habitat present at Prairie City SVRA could provide suitable aquatic habitat and grasslands could provide suitable upland, including nesting, habitat for this species. New trail and facilities would be designed to avoid aquatic habitats that could support western pond turtle, consistent with General Plan NRM Guidelines 1.1 through 1.5, Water Guideline 1.1, and SPR BIO-15. If avoidance of aquatic habitats suitable for western pond turtle is not feasible, surveys for western pond turtle would be conducted by a qualified biologist, consistent with standard project requirement BIO-26. If presence of western pond turtle is confirmed during surveys, impacts on this species would be avoided or minimized through avoidance of occupied habitat, worker training, clearance surveys, and monitoring, consistent with SPRs BIO-19 through BIO-23. Loss of suitable upland habitat for western pond turtle would be avoided or minimized through adherence to General Plan Wildlife Guideline 1.7. In addition, consultation with wildlife agencies to compensate for losses and substantial impacts, consistent with General Plan NRM Guideline 1.3, will be required as part of additional project specific environmental analysis. Implementation of the RTMP would not result in loss of or disturbance to western pond turtle individuals, or aquatic or upland habitat.

Adherence to General Plan NRM Guidelines 1.1, 1.2, 1.5, 2.3, and 2.4 would provide protection of habitat with high resource value that is more likely to support a high diversity and abundance of floral resources, and nesting and overwintering habitat for Crotch's bumble bee, and therefore, would be more likely to support Crotch's bumble bee. Intact grasslands and vernal pool complexes with abundant floral resources, such as the two vernal pool management areas and other areas with a larger concentration of natural habitats, such as vernal pool complexes in Zones 5 and 6, provide higher quality habitat for Crotch's bumble bee and are more likely to support this species and native pollinators in general. The vernal pool management areas are proposed to be open to the public but would only allow nonmotorized recreational use (i.e., hiking) along designated trails. The addition of hiking trails would not result in a substantial increase in recreational use of high-quality bumble bee habitat and would be a low-impact use of these areas. New trails and facilities proposed in other Prairie City SVRA zones, including Zones 5 and 6, would avoid sensitive habitats and disturbance to these habitats, consistent with General Plan NRM Guideline 1.1, RTMP design guidelines, and SPRs BIO-2, BIO-9, BIO-11, and BIO-12. Involvement of State Parks biological resource specialists early on in and throughout the project planning process, as required by SPR GEN-5, would also help support avoiding adverse habitat impacts. Therefore, implementation of the RTMP would not result in significant adverse effects on Crotch's bumble bee, if present, or its habitat.

RTMP implementation activities would not result in adverse effects on special-status plants, including valley brodiaea and spicate calycadenia, and special-status wildlife species, including Crotch's bumble bee, because adherence to the General Plan goals and associated guidelines, SPRs, and RTMP guidelines related to trail design near vernal pools would avoid loss or disturbance to special-status plants and wildlife, if present, and to their habitat. If loss of or significant direct or indirect effects on special-status species habitat, such as western

spadefoot or western pond turtle upland habitat, is unavoidable, consultation with wildlife agencies to compensate for losses and substantial impacts will be required as part of additional project specific environmental analysis. Therefore, this impact would be less than significant.

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

Less-than-significant impact. Prairie City SVRA contains riparian habitat, Fremont cottonwood forest and woodland sensitive natural community, oak woodlands, and vernal pools with vegetation alliances that are also sensitive natural communities (e.g., Fremont's tidy-tips - blow wives vernal pools and Fremont's goldfields - Downingia vernal pools). Implementation of the RTMP includes motorized and nonmotorized trail construction, new facilities construction, and increased nonmotorized recreational use from opening additional zones (NVPMA, EVPMA, Zone 5, and Zone 6) to new recreational uses. Sensitive habitats would be mapped prior to implementation of the RTMP, consistent with General Plan NRM Guideline 1.2, and as part of additional project specific environmental analysis. New or rerouted trails and new facilities would avoid disturbance to sensitive resources, including sensitive habitats, and would be sited in previously disturbed areas or in areas of relatively low resource value, consistent with General Plan NRM Guideline 1.1, RTMP parkwide recommendations, and SPRs BIO-2, BIO-9, BIO-11, and BIO-12. Involvement of State Parks biological resource specialists early on in and throughout the project planning process, as required by SPR GEN-5, would also help support avoiding adverse impacts on sensitive habitats. If loss of sensitive habitats is unavoidable, consultation with wildlife agencies to compensate for losses, consistent with General Plan NRM Guideline 1.3, will be required as part of additional project specific environmental analysis.

In addition, implementation of the RTMP would adhere to General Plan guidelines associated with IE Goal 3, NRM Goals 1 and 2, Plant Goal 1, Wildlife Goal 1, and Water Goals 1 and 2 and their associated guidelines, as discussed in Section 3.3.4, "Environmental Evaluation," of the Prairie City SVRA General Plan Draft EIR (State Parks 2015b). Therefore, RTMP implementation activities would not result in adverse effects on riparian habitat, Fremont cottonwood forest and woodland and vernal pool sensitive natural communities, or blue oak woodlands. This impact would be less than significant.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less-than-significant impact. Vernal pools and other wetlands and waters within Prairie City SVRA were mapped previously during wetland delineations conducted in various areas of Prairie City SVRA in 1994, 1996, 2008, 2013, 2020, and 2023 (State Parks 2015b; State Parks 2020b; State Parks 2023; State Parks 2024).

Most vernal pools present within Prairie City SVRA occur in vernal pool management areas (NVPMA and EVPMA). These areas are proposed to be open to the public but only with hiking trails that would incorporate low-impact trail construction techniques to avoid disturbance to vernal pools, minimize disruption of surface hydrology, and discourage off-trail hiking through vernal pool features, such as using elevated permeable causeways or boardwalks.

Implementation of the RTMP would also result in new or re-routed motorized and nonmotorized trails throughout Prairie City SVRA. Specifically, planning recommendations for Zone 1 include a nonmotorized trail connection and new recreational off-highway vehicle (ROV) trail. Planning recommendations in Zone 1 also include rerouting trail segments out of wet areas and this would reduce existing adverse effects on wetlands present in these areas, thus protecting sensitive wetland habitat and resulting in a beneficial effect on the

wetlands. Planning recommendations for Zone 3 include addressing existing excessive erosion and water quality concerns along Coyote Gulch, an ephemeral drainage, through revegetation and possible channel enhancements (e.g., check dams, biotechnical bank protection). Implementation of this recommendation would result in a beneficial effect on Coyote Gulch. Planning recommendations for Zone 4 include adding new 4x4 trail features or obstacles and a bypass trail option. Planning recommendations for Zones 5 and 6 also include constructing new trails, a campground in each zone and a bike park in one of these two zones.

Vernal pools and other waters may be present adjacent to proposed new motorized and nonmotorized trails. Loss or fill of vernal pools would not occur as a result of RTMP implementation, because the RTMP parkwide recommendations include designing new trails to avoid disturbance to wetlands and other sensitive aquatic resources, minimizing trail and facility construction within 250 feet of vernal pools, and conducting a site-specific evaluation of the affected vernal pool, including a micro watershed analysis to determine whether the proposed facility location would affect the hydrology or other ecological functions of the vernal pool. Adherence to General Plan Water Goals 1 and 2 and associated Water Guidelines 1.1, 1.2, and 2.1 would avoid or minimize potential impacts on wetlands and other waters. In addition, indirect impacts, such as erosion, siltation, and impacts on water quality, would be avoided or minimized through implementation of General Plan Water Guidelines 2.2 through 2.7 and SPRs GEN-5, BIO-9, BIO-10, BIO-15, and HYDRO-1 through HYDRO-6. Additional details are provided in Section 3.9, “Hydrology and Water Quality.”

Because the jurisdictional determination by US Army Corps of Engineers (USACE) has expired in some areas of Prairie City SVRA, an updated delineation according to USACE methodology would be required prior to implementation of individual projects proposed under the RTMP. Consistent with General Plan NRM Guideline 1.2, a delineation would be required in specific areas where more than 5 years have elapsed since a delineation was conducted.

With adherence to the General Plan guidelines and SPRs identified above, and adherence to the design guidelines for sensitive resources and vernal pools identified in the RTMP, implementation of the RTMP would not result in significant adverse effects on wetlands and other waters. Therefore, this impact would be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-than-significant impact. Generally, habitats with higher resource value and less disturbance within Prairie City SVRA are more likely to be used as migratory wildlife corridors or native wildlife nursery sites. These habitats are located in areas with higher quality natural habitats that support native vegetation and areas with no or low impact recreational use. Adherence to General Plan NRM Guidelines 1.1, 1.2, 1.5, 2.3, and 2.4 would provide protection of habitats with high resource value that are more likely to be used as wildlife corridors or native wildlife nursery sites by common native wildlife, such as red-winged blackbirds.

Within Prairie City SVRA, these areas are the North and East Vernal Pool Management Areas, and sensitive habitats, such as areas with a high concentration of wetlands and vernal pools. The vernal pool management areas are proposed to be open to the public but would only allow hiking on trails built with low-impact design. The addition of hiking trails would not result in a substantial increase in recreational use of high-quality natural habitat and would not degrade or preclude use of these areas as wildlife corridors or native wildlife nursery sites by wildlife species currently using these areas, because wildlife movement through areas they currently might use would not be impeded with the presence of hiking trails. New trails and facilities would avoid sensitive habitats and disturbance to these habitats (see Criterion b), above, for additional details). Implementation of the

RTMP would not substantially alter any existing wildlife corridor and would not substantially interfere with the movement of native or migratory wildlife species. Therefore, this impact would be less than significant.

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

No impact. Prairie City SVRA is not subject to local ordinances because it is owned and managed by the State of California.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. Prairie City SVRA falls within the boundary of the South Sacramento Habitat Conservation Plan (SSHCP). Prairie City SVRA is not a plan participant and, thus, is not subject to the SSHCP. As a result, it would not conflict with the provisions of any such plan.

3.3.4 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts to biological resources:

General

- **GEN-1:** Prior to the start of on-site construction work, a **[insert who]** will consult with the contractor and project manager to identify all resources that must be protected.
- **GEN-2:** No track-mounted or heavy-wheeled vehicles will be allowed in identified environmentally sensitive areas at any time; foot traffic will only be allowed with specific permission from the State's Representative after clearance from **[insert who]**.
    - At the discretion of **[insert who]**, mechanized vehicles on **[insert discipline]** resource sites will be restricted to a short term use of rubber tire tractors only. All such vehicles must enter and exit the area via the same route of travel (by backing up). Vehicles are strictly prohibited from turning on the surface of site(s).
- **GEN-3:** Prior to any earthmoving activities, a State Parks-qualified **[insert who]** will approve all subsurface work, including the operation of heavy equipment within **[insert distance]** of the identified Environmentally Sensitive Area (ESA).
- **GEN-4:** Prior to the start of **[insert type]** work, **[Insert who]** will notify the **[insert Office name and who]** or **[insert alternative Office name and who]** a minimum of three weeks in advance, unless other arrangements are made, to schedule **[insert discipline or resource]** monitoring.
- **GEN-5:** State Parks resource specialist staff, such as cultural resource specialists and biological resource specialists, will be involved in the project conceptualization, design, and planning process for projects at Prairie City SVRA and will provide support in defining resource protection features for projects.

General Biological Resources

- **BIO-1:** All project activities that could spread **[insert organism]** to new locations will be subject to BMPs developed by **[insert group name]** and available online at **[insert location – i.e., web address]**.

- **BIO-2:** Prior to the start of on-site construction activities, **[insert who]** will conduct a survey of the project area for **[insert what]**.
- **BIO-3:** Prior to the start of on-site construction activities, **[insert who]** will determine the minimum area required to complete the work and define the boundaries of the work area on the project drawings and with flagging or fencing on the ground, as appropriate.
- **BIO-4:** To prevent the spread of noxious weeds, all construction vehicles and equipment will enter and leave the project site free of soil, vegetative matter or other debris that could contain weed seeds.
- **BIO-5:** All construction will be consistent with the State Parks Trail Manual guidelines.
- **BIO-6:** At the discretion of **[insert who]**, project activities will be monitored to ensure that impacts to **[insert species name(s)]** are minimized.
- **BIO-7:** The **[insert who]** will post information signs near project areas with restricted access or closures lasting longer than 3 months. The signs will include the following information:
  - Explanation for and description of the project; and
  - Anticipated completion date.

Plants

- **BIO-8:** No rare or endangered species will be cut, pruned, pulled back, removed, or damaged in any way.
- **BIO-9:** If **[insert plant species or community]** are located within **[insert number]** feet of the project area, the **[insert what]** will be flagged by **[insert who]**, fenced off prior to the start of on-site construction activities, and completely avoided.
- **BIO-10:** BMPs to avoid creation of dust will be employed during all construction activities within **[insert distance]** of **[insert species or plant community]**.
- **BIO-11:** If **[insert what]** of **[insert species or plant community name]** are discovered within **[insert distance]** of the project area, a **[insert who]** will flag and fence these locations during construction activities to avoid impacts.
- **BIO-12:** Prior to the start of on-site construction activities and when the plants are in a phenological stage conducive to positive identification (i.e., usually during the blooming period for the species), a **[insert who]** will conduct surveys for special-status plant species throughout the project area.
- **BIO-12:** Prior to the start of on-site construction activities, a **[insert who]** will flag and fence plant communities (e.g., vegetation series, alliances, or associations) within **[insert number]** feet of the project area to avoid impacts.
- **BIO-14:** No **[insert what – staging, ground-disturbing, etc.]** will be allowed within **[insert number]** times the diameter-at-breast-height (dbh) of retention trees, unless approved in advance by a State Parks-approved biologist, forester, or certified arborist.
- **BIO-15:** The **[insert who]** will avoid or minimize impacts to federally protected wetlands to the extent practicable by conducting work in upland areas.

Wildlife

- **BIO-16:** **[Insert Name]** will schedule all work between **[insert dates]** to avoid the **[insert species name]** **[insert what – breeding, maternity, nesting, flight period, etc.]**.

- **BIO-17:** If work is required during the **[insert what]** season (**[insert dates]**), a **[insert who]** will conduct a survey to identify **[insert what - nest, colony, etc.]** within **[insert distance]** of the project area. The survey will be conducted no more than **[insert number]** calendar days prior to the beginning of construction.
- **BIO-18:** If **[insert what]** are located within **[insert distance]** feet of the project area, no construction will occur within **[insert distance]** of the **[insert what]** during the **[insert what]** season or until the young have fledged, as determined by a State Parks-approved biologist.
- **BIO-19:** Prior to the start of on-site construction activities, a **[insert who]** will train on-site construction personnel on the life history of **[insert species name]**, work constraints, and any other pertinent information related to the species.
- **BIO-20:** Within **[insert number]** hours prior to the start of construction activities, a **[insert who]** will conduct surveys for **[insert what]** in the project area and up to **[insert number]** feet outside the project boundaries.
- **BIO-21:** If individuals or other recent signs of **[insert species name]** are observed within **[insert distance]** of the project area, **[insert who]** will be present on the site to monitor during construction activities at his/her discretion.
- **BIO-22:** Immediately prior to the start of work each morning, **[insert who]** will conduct a visual inspection of the construction zone.
- **BIO-23:** If **[insert species name]** is found on the project site, work in the vicinity of the animal will be delayed until the species moves out of the site on its own accord, or is temporarily relocated by **[insert agency name - approved or -permitted]** biologist.
- **BIO-24:** To prevent trapping of **[insert species name]**, all holes and trenches will be covered at the close of each working day with plywood or similar materials, or will include escape ramps constructed of earth fill or wooden planks; all pipes will be capped. A **[insert who]**, or other staff trained by a **[insert who]** will inspect trenches and pipes for **[insert species name]** at the beginning of each workday. If a trapped animal is discovered, they will be released in suitable habitat at least **[insert quantitative distance]** from the project area.
- **BIO-25:** **[Insert who]** will not remove any trees equal to or greater than **[insert number]**-inches dbh unless first inspected by **[insert who]** and determined to be unsuitable as nesting habitat for **[insert species name]**.
- **BIO-26:** A qualified biologist will conduct an aquatic (and associated uplands) habitat assessment and pre-project surveys for special-status aquatic species (if suitable habitat is present) with potential to be directly or indirectly affected by a project, within **[insert distance]** of the project area. For species subject to survey protocols that have established and accepted survey timing windows and methodologies, qualified biologists will follow the protocol requirements or guidelines. The survey will be conducted within **[insert number]** calendar days prior to the beginning of construction. Surveys for a special-status aquatic species with potential to occur in the project area may not be required if presence of the species is assumed. If any species are located, they will be avoided to the maximum extent practicable.

3.4 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Substantially disturb human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

3.4.1 Environmental Setting

Regional Precontact History

Although human occupation of the Central Valley may extend back 10,000 before present (B.P.), reliable evidence of such an early human presence is lacking and may be deeply buried. The precontact history setting can be categorized into the following periods (Ascent 2024).

The Paleo-Indian Period: The Paleo-Indian Period (14,500 to 10,500 B.P.) saw the first demonstrated entry and spread of humans into California. Characteristic artifacts recovered from archaeological sites of this time period include fluted projectile points (constructed from chipped stones that have a long groove down the center called a "flute") and large, roughly fashioned cobble and bifacially-flaked stone tools that were used in hunting the mastodon, bison, and mammoth that roamed the land during this time (Ascent 2024).

The Lower Archaic Period: The beginning of the Lower Archaic Period (10,500 to 7500 B.P.) coincides with that of the Middle Holocene climatic change which resulted in widespread floodplain deposition. This episode resulted in most of the early archaeological deposits being buried. Most tools were manufactured of local materials, and distinctive artifact types include large dart points and the milling slab and hand stone (Ascent 2024).

The Middle Archaic Period: The Middle Archaic Period (7500 to 2500 B.P.) is characterized by warm, dry conditions which brought about the drying up of pluvial lakes. Economies were more diversified and may have included the introduction of acorn processing technology, although hunting remained an important source of food. Artifacts characteristic of this period include milling stones and pestles and a continued use of a variety of implements interpreted as large dart points (Ascent 2024).

The Upper Archaic Period: The Upper Archaic Period (2500 to 850 B.P.) corresponds with a sudden turn to a cooler, wetter, and more stable climate. The development of status distinctions based upon wealth is well documented in the archaeological record. The development of specialized tools, such as bone implements and stone plummets, as well as manufactured shell goods, were prolific during this time. The regional variance of economies was largely because of the seasonality of resources, which were harvested and processed in large quantities (Ascent 2024).

The Emergent Period: Several technological and social changes distinguish the Emergent Period (850 B.P. to Historic era) from earlier cultural manifestations. The bow and arrow were introduced, ultimately replacing the dart and throwing spear, and territorial boundaries between groups became well established. In the latter portion of this Period (450 to 1800 B.P.), exchange relations became highly regularized and sophisticated. The clam disk bead developed as a monetary unit of exchange, and increasing quantities of goods moved greater distances. It was at the end of this Period that contact with Euroamericans became commonplace, eventually leading to intense pressures on Native American populations (Ascent 2024).

Historic Setting

Exploration into the Sacramento Valley began in the early 1800s via colonization and the establishment of missions. One of the early explorers, a Spaniard name Gabriel Moraga, is responsible for naming the valley region "Sacramento," which means "the Holy Sacrament." Spanish and Mexican influence in the region continued in the early 1800s as Mexico gained independence from Spain and began sending explorers to Sacramento in 1822. While the area was technically under Mexican rule by 1824, the area was still inhabited by numerous Native Americans. The first Mexican land grant in the area was likely requested by John B. R. Cooper in the 1830s; Cooper petitioned the Mexican government for a grant that included Rio Ojotska, later known as the American River. The south side of the American River was granted to William A. Leidesdorff as part of the 35,521-acre *Rancho de los Americanos* land grant on October 8, 1844. Sacramento history goes back to 1839 when John Sutter arrived on the shore near the confluence of the American and Sacramento rivers. The history of Sacramento County has been shaped by its location near the Sacramento and American rivers. These rivers provided transportation, irrigation, and food supply for early settlers (DOC 2010).

The origin of Prairie City is closely related to the Natoma Water and Mining Company's canal that was constructed and named the Natoma Ditch. Prairie City was located near Alder Creek, approximately 2 miles south of Folsom at Willows Spring, on the Road to Michigan Bar, and north of present-day Prairie City SVRA. In the summer of 1853, the Natoma Water and Mining Company constructed a canal (the Natoma Ditch) to Prairie City, and a network of flumes and ditches crisscrossed the region. Although the remains of earlier placer mining operations are not present, Prairie City SVRA displays the remains of bucket-line dredging operations of the Capital Dredging Company, which operated from 1927 to 1952 in the western portion of the present-day SVRA (DOC 2010).

In December 1950, Aerojet purchased 7,200 acres of land in Sacramento County, including the area currently occupied by Prairie City SVRA. The site was selected because historic-era dredging had made the area unsuitable for housing or other commercial development. In 1962, Aerojet began developing the M-1 Rocket Engine Program for NASA. Construction began on the Test Zone K complex; the original plans required four test stands and a two-position control room. By the end of 1964, Aerojet had completed construction of a water tower; initial roads; the still-existing control room (commonly referred to as the "Moon Room"); the first test stand, which included a service building and metal rails used for sliding test equipment; a test pit (commonly referred to as "Area 39") northeast of the Moon Room; and other supporting infrastructure needed for Test Zone K (DOC 2010).

In February 1965, the project received a stop work order. However, the Moon Room had been basically completed by this time, and despite the stop work order, the decision was made to complete the painting and the installation of trim hardware and lighting fixtures on the building. The parking lot surrounding the Moon Room was also paved. Between 1970 and 1972, the Test Stand K-1 test pit (Area 39) was used as a burn area for chemical wastes generated by Aerojet. All but the Moon Room and water tower have been dismantled and the areas where concrete foundations remain have been fenced to protect SVRA users (DOC 2010).

Records Search Results

A records search of the park and a 0.25-mile radius was conducted by the North Central Information Center (NCIC), at California State University, Sacramento (SAC-23-103) on May 18, 2023. The following information was reviewed as part of the records search:

- site records of previously recorded sites,
- previous cultural studies,
- National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) listings,
- Built Environment Resource Directory (BERD),
- the California Historic Resources Inventory, and
- the Office of Historic Preservation Historic Properties Directory.

The records search revealed 24 previously recorded cultural resources within the park (see Table 3.4-1), and 29 cultural resources within a 0.25-mile radius of the park. Within the park, there are 12 built environment resources (P-34-001603, P-34-001604, P-34-002148, P-34-002195, P-34-005261, P-34-005262, P-34-005263, P-34-005264, P-34-005265, P-34-005266, P-34-005267, and P-34-005268) consisting of transmission lines, canal/aqueduct (ditches), water towers, a damn, a reservoir, and buildings and structures (Prairie City SVRA facilities). There is one historic era archaeological mining district (P-34-000335) and two historic era archaeological sites (P-34-002299 and P-34-005269) that are part of this district. In addition, there are three historic era archaeological sites (P-34-000492, P-34-001602, and P-34-002149) consisting of trash scatters, large rectangular test pits, and a concrete pad. Similarly, there are three precontact archaeological sites (P-34-001600, P-34-004485, and P-34-005395) comprising bed rock mortars and artifacts (core, chopper, and unifacial tool). There is one multi-component archaeological site (containing both precontact and historic era) comprising a lithic scatter and walls/fences (P-34-004592). Lastly, there is one historic era isolate (P-34-001601) and one precontact isolate (P-34-001600) within the park consisting of a basalt flake and an ochre deposit.

Table 3.4-1 Previously Recorded Resources within the Park

Primary/ Trinomial	Resource Type	Age	Attributes
P-34-000335/ CA-SAC-000308H	District	Historic era	AH02 (Foundations/structure pads); AH06 (Water conveyance system); AH09 (Mines/quarries/tailings)
P-34-000492/ CA-SAC-000465H	Site	Historic era	AH02 (Foundations/structure pads); AH04 (Privies/dumps/trash scatters)
P-34-001599	Site	Precontact	AP16 (Other) - core, chopper, unifacial tool
P-34-001600	Other	Precontact	AP16 (Other) - basalt flake
P-34-001601	Other	Historic era	AH16 (Other) – Ochre deposit
P-34-001602	Site	Historic era	AH02 (Foundations/structure pads); AH16 (Other) - Rocket testing pit/waste burning pit; HP39 (Other) – Aeronautical test grounds
P-34-001603	Building	Historic era	AH15 (Standing structures)
P-34-001604	Structure	Historic era	AH02 (Foundations/structure pads); AH06 (Water conveyance system); AH15 (Standing structures); HP11 (Engineering structure) - water tower
P-34-002148	Structure	Historic era	HP46 (Walls/gates/fences) - rock wall
P-34-002149	Site	Historic era	AH04 (Privies/dumps/trash scatters) - 1920s-1960s trash

Primary/ Trinomial	Resource Type	Age	Attributes
P-34-002195	Structure	Historic era	AH16 (Other) - 1940s era transmission line
P-34-002299	Structure, Object, Site, District, Element of district, Other	Historic era	AH04 (Privies/dumps/trash scatters); AH09 (Mines/quarries/tailings); AH11 (Walls/fences); AH16 (Other); HP33 (Farm/ranch); HP43 (Mine structure/building)
P-34-004485/ CA-SAC-001157	Site	Precontact	AP04 (Bedrock milling feature)
P-34-004592	Site	Multicomponent	AH11 (Walls/fences); AH16 Attribute codes: (Other); AP02 (Lithic scatter)
P-34-005261/ CA-SAC-001255H	Structure	Historic era	HP21 (Dam); HP22 (Lake/river/reservoir)
P-34-005262/ CA-SAC-001256H	Structure	Historic era	HP20 (Canal/aqueduct)
P-34-005263/ CA-SAC-001257H	Structure	Historic era	HP11 (Engineering structure)
P-34-005264/ CA-SAC-001258H	Structure	Historic era	HP20 (Canal/aqueduct)
P-34-005265/ CA-SAC-001259H	Structure	Historic era	HP20 (Canal/aqueduct)
P-34-005266/ CA-SAC-001260H	Structure	Historic era	HP11 (Engineering structure)
P-34-005267/ CA-SAC-001261H	Structure	Historic era	HP09 (Public utility building); HP11 (Engineering structure)
P-34-005268/ CA-SAC-001262H	Structure	Historic era	HP09 (Public utility building); HP11 (Engineering structure)
P-34-005269	Structure, Object, Site, District	Historic era	HP33 (Farm/ranch); HP43 (Mine structure/building)
P-34-005395/ CA-SAC-001280	Site	Precontact	AP04 (Bedrock milling feature)

Source: NCIC 2024; compiled by Ascent 2024.

Three of the 24 cultural resources located within the park have been evaluated for the CRHR and NRHP (recommended not eligible). P-34-002299 and P-34-005269 are both mining sites associated with the district (P-34-000335) have both been evaluated and determined not eligible for the CRHR and NRHP; this also means that this portion of the district is not eligible (Melvin 2019a; Melvin 2019b). P-34-002195, a transmission line segment, was also recommended not eligible for the CRHR and NRHP (Thomas 2017). Because isolates have no historical context, they are generally not eligible for listing in the CRHR and NRHP and, therefore, P-34-001600 and P-34-001601 are not discussed further in this section. A total of 18 cultural resources located within the park have not been evaluated for the CRHR or NRHP (see Table 3.4-2). These resources include 11 built-environment resources and seven archaeological resources (three precontact archaeological sites, three historic era archaeological sites, and one multicomponent site). Zone 6 of the park has the highest concentration of unevaluated resources (seven total) that could potentially be affected by implementation of the RMTP.

Table 3.4-2 Previously Recorded Resources within the Park

Primary/Trinomial	Resource type	Age	Attributes
P-34-000492/ CA-SAC-000465H	Site	Historic era	AH02 (Foundations/structure pads); AH04 (Privies/dumps/trash scatters)
P-34-001599	Site	Precontact	AP16 (Other) - core, chopper, unifacial tool
P-34-001602	Site	Historic era	AH02 (Foundations/structure pads); AH16 (Other) - Rocket testing pit/waste burning pit; HP39 (Other) – Aeronautical test grounds
P-34-001603	Building	Historic era	AH15 (Standing structures)
P-34-001604	Structure	Historic era	AH02 (Foundations/structure pads); AH06 (Water conveyance system); AH15 (Standing structures); HP11 (Engineering structure) - water tower
P-34-002148	Structure	Historic era	HP46 (Walls/gates/fences) - rock wall
P-34-002149	Site	Historic era	AH04 (Privies/dumps/trash scatters) - 1920s-1960s trash
P-34-002195	Structure	Historic era	AH16 (Other) - 1940s era transmission line
P-34-004485/ CA-SAC-001157	Site	Prehistoric era	AP04 (Bedrock milling feature)
P-34-004592	Site	Multicomponent	AH11 (Walls/fences); AH16 Attribute codes: (Other); AP02 (Lithic scatter)
P-34-005261/ CA-SAC-001255H	Structure	Historic era	HP21 (Dam); HP22 (Lake/river/reservoir)
P-34-005262/ CA-SAC-001256H	Structure	Historic era	HP20 (Canal/aqueduct)
P-34-005263/ CA-SAC-001257H	Structure	Historic era	HP11 (Engineering structure)
P-34-005264/ CA-SAC-001258H	Structure	Historic era	HP20 (Canal/aqueduct)
P-34-005265/ CA-SAC-001259H	Structure	Historic era	HP20 (Canal/aqueduct)
P-34-005266/ CA-SAC-001260H	Structure	Historic era	HP11 (Engineering structure)
P-34-005267/ CA-SAC-001261H	Structure	Historic era	HP09 (Public utility building); HP11 (Engineering structure)
P-34-005268/ CA-SAC-001262H	Structure	Historic era	HP09 (Public utility building); HP11 (Engineering structure)
P-34-005395/ CA-SAC-001280	Site	Precontact	AP04 (Bedrock milling feature)

Source: NCIC 2024; compiled by Ascent 2024.

Please note that archaeological property locations are considered confidential and should not be disclosed to the public or unauthorized persons. Public access to information regarding the location, character, or ownership of a cultural or heritage resource is restricted by law per Section 304 of the National Historic Preservation Act; Section 9(a) of the Archaeological Resources Protection Act; Executive Order 13007; and is exempt from the California Public Records Act under Government Code Section 6254.10.

Prairie City SVRA General Plan

The following goals and guidelines included in the Prairie City SVRA General Plan are applicable to the RTMP:

- **CR Goal 1:** Preserve and protect cultural resources.
  - **CR Guideline 1.1:** In accordance with PRC Section 5024, before beginning any project or construction at or near a resource that could disturb the integrity of the resource, determine the historical significance of known cultural resources that have been identified through inventory and documentation on file at the North Central Information Center. Obtain a Determination of Eligibility from the State Historic Preservation Officer for listing the resource in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). If the resource is determined to be eligible for NRHP/CRHR listing, consult with an OHMVRD archaeologist or other qualified cultural resource professional to develop and implement protection measures consistent with Section 106 of the National Historic Preservation Act, the Secretary of the Interior's Standards for the Treatment of Historic Properties, and CEQA. These measures could include but would not necessarily be restricted to project planning designed to avoid the resource, archival research, additional in-field documentation, or interpretive signage. If the resource is determined not to be eligible for NRHP/CRHR listing, then no further investigations or protection measures are necessary.
  - **CR Guideline 1.2:** Design the activities to avoid or minimize impacts on the identified resources if significant cultural resources are discovered in or adjacent to areas that would be affected by planned or proposed activities. If cultural resources are discovered inadvertently during construction activities, cease construction activities at and near the location of the find and consult an OHMVRD archaeologist or other qualified cultural resource professional to determine the potential significance of the find in accordance with NRHP/CRHR criteria. If the find is determined to be significant, develop and implement mitigation measures in consultation with the archaeologist or cultural resource professional consistent with Section 106 of the National Historic Preservation Act, the Secretary of the Interior's Standards for the Treatment of Historic Properties, and CEQA. Mitigation measures could include but would not necessarily be restricted to redesign to avoid the resource, archival research, additional in-field documentation, interpretive signage, or subsurface archaeological testing. If the discovery is determined not to be eligible for NRHP/CRHR listing, then no further investigation or mitigation of adverse effects is necessary.
  - **CR Guideline 1.3:** Maintain appropriate confidentiality of all cultural resources in conformance with Government Code Section 6254.10, "Information Maintained by Department of Parks and Recreation." This applies to archaeological site information maintained by State Parks, the State Historical Resources Commission, or the State Lands Commission.
  - **CR Guideline 1.4:** Temporarily halt all work at the discovery location and areas adjacent to the find in the event that human remains are discovered during project activities. Leave any human remains and associated artifacts and features in place; avoid cleaning, photographing, or analyzing human remains or associated artifacts and features, and avoid removing them from the site. The State Parks employee or construction contractor must immediately contact the State Park District Superintendent to inform him/her of the find. The State Parks District Superintendent (or designee) will notify the county coroner, in accordance with Section 7050.5 of the California Health and Safety Code, and the Native American Heritage Commission (NAHC) will be notified within 24 hours of the discovery if the coroner determines that the remains are Native American. In compliance with PRC Section 5097.98, the NAHC will immediately notify those person(s) believed to be the most likely descendant (MLD) of the deceased Native American. The MLD will complete his/her inspection and make recommendations for treating or

disposing the human remains or associated grave goods. If a Native American monitor is at Prairie City SVRA at the time of the discovery, and that person has been designated the MLD by the NAHC, the monitor, as a representative of the MLD, may make a recommendation of the appropriate disposition. Work will not resume in the area of the find until proper disposition is complete (PRC Section 5097.98).

3.4.2 Discussion

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

Less-than-significant impact. The records search revealed 11 built-environment resources within the park that have not been evaluated for the CRHR and NRHP (P-34-001603, P-34-001604, P-34-002148, P-34-005261, P-34-005264, P-34-005266, P-34-005267, and P-34-005268). Eight built-environment resources would not be impacted by future projects because standing features are not contemplated for demolition. These standing features consist of transmission lines, water towers, a damn, a reservoir, buildings, and structures. In contrast, there are three built-environment resources (P-34-005262, P-34-005263, and P-34-005265) comprising of canal/aqueduct that could potentially be impacted by ground disturbance activities. However, future projects under the RTMP would have to adhere to General Plan CR Goal 1 and CR Guidelines 1.1, 1.2, and 1.3. CR Guideline 1.1 requires future projects before beginning any construction at or near a resource that could disturb the integrity of the resource, determine the historical significance of known cultural resources that have been identified through inventory and documentation on file at the NCIC. CR Guideline 1.1 also requires a Determination of Eligibility from the State Historic Preservation Officer for listing the resource in the CRHR and NRHP. CR Guideline 1.2 requires future projects to design the activities to avoid or minimize impacts on the identified resources if significant cultural resources are discovered in or adjacent to areas that would be affected by planned or proposed activities. CR Guideline 1.3 requires future projects to maintain appropriate confidentiality of all cultural resources in conformance with Government Code Section 6254.10.

Furthermore, future projects under the RTMP would have to adhere to SPRs CUL-1, CUL-2, CUL-3, and CUL-4, which require construction monitoring (SPR CUL-1); photo documentation of all aspects of the project (SPR CUL-2); map and record all cultural features in accordance to the secretary of interior standards (SPR CUL-3); and, all work on historic built environment resources will comply with the Secretary of the Interior's Standards (SPR CUL-4). Individual projects would also implement SPR GEN-5, which will require State Parks cultural resources staff involvement in project design and planning that would help support meeting requirements, as applicable, for conducting cultural resources records searches and surveys that would inform design of projects to avoid historical resources. Implementation of the RTMP also includes a parkwide recommendation requiring completion of surveys to identify and protect cultural resources prior to constructing new trails or facilities. Implementation of the General Plan guidelines, SPRs, and parkwide recommendation as part of future projects proposed by the RTMP would avoid substantial adverse changes in the significance of a historical resource. Therefore, impacts related to historical resources would be less than significant.

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

Less-than-significant impact. The records search revealed seven archaeological sites that have not been evaluated for the CRHR and NRHP (P-34-000492, P-34-001600, P-34-001602, and P-34-002149, P-34-004485, P-34-004592, and P-34-005395). Future project ground disturbance activities could potentially disturb known and unknown archaeological resources. However, future projects under the RTMP must adhere to General Plan CR Goal 1 and CR Guidelines 1.1, 1.2, and 1.3. CR Guideline 1.1 requires future projects before beginning any

construction at or near a resource that could disturb the integrity of the resource, determine the historical significance of known cultural resources that have been identified through inventory and documentation on file at the NCIC. CR Guideline 1.1 also requires a Determination of Eligibility from the State Historic Preservation Officer for listing the resource in the CRHR and NRHP. CR Guideline 1.2 requires future projects to design the activities to avoid or minimize impacts on the identified resources if significant cultural resources are discovered in or adjacent to areas that would be affected by planned or proposed activities. CR Guideline 1.3 requires future projects to maintain appropriate confidentiality of all cultural resources in conformance with Government Code Section 6254.10.

Furthermore, future projects under the RTMP would have to adhere to SPRs CUL-1, CUL-2, CUL-3, CUL-5, CUL-7, CUL-8, and CUL-9, which require construction monitoring (SPR CUL-1); photo documentation of all aspects of the project (SPR CUL-2); mapping and recording all cultural features in accordance to the secretary of interior standards (SPR CUL-3); preconstruction testing to determine specific avoidance areas (SPR CUL-5); areas considered highly sensitive for the discovery of buried archaeological features or deposits, including human remains, would be reviewed and approved by a State Parks-qualified Cultural Resources Specialist to monitor any subsurface disturbance (SPR CUL-7); include monitoring of subsurface disturbance by a Native American monitor (SPR CUL-8); and, if anyone discovers previously undocumented cultural resources during project construction or ground-disturbing activities, work within 50 to 100 feet of the find will be temporarily halted until a qualified Cultural Resources Specialist or archaeologist evaluates the significance of the find and determines and implements the appropriate treatment and disposition in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (SPR CUL-9). Individual projects would also implement SPR GEN-5, which will require State Parks cultural resources staff involvement in project design and planning that would help support meeting requirements, as applicable, for conducting cultural resources records searches and surveys that would inform design of projects to avoid archaeological resources. Implementation of the RTMP also includes a parkwide recommendation requiring completion of surveys to identify and protect cultural resources prior to constructing new trails or facilities. Implementation of the General Plan guidelines, SPRs, and parkwide recommendation as part of future projects proposed by the RTMP would avoid substantial adverse changes in the significance of an archaeological resource. Therefore, impacts related to archaeological resources would be less than significant.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Less-than-significant impact. Based on documented research, no evidence suggests that any precontact or historic era marked or unmarked human interments are present within the park. However, grave sites and Native American remains can occur outside of identified cemeteries or burial sites. Therefore, there is a possibility that unmarked, previously unknown grave sites and Native American remains could be present within the park and could be uncovered by future projects' construction activities. However, future projects under the RTMP would have to adhere to General Plan CR Guideline 1.4. CR Guideline 1.4 requires future projects to temporarily halt all work at the discovery location and areas adjacent to the find in the event that human remains are discovered during project activities.

Furthermore, future projects under the RTMP would adhere to SPR CUL-10, which requires (similar to CR Guideline 1.4) that in the event anyone discovers human remains or suspected human remains, work will cease immediately within 100 feet of the find and the project manager/site supervisor will notify the appropriate State Parks personnel. Then the County Coroner, in accordance with Section 7050.5 of the California Health and Safety Code, and the Native American Heritage Commission; the superintendent will also notify the local Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor will notify his/her affiliated tribe or group. The local County Coroner will make the determination of whether the human

bone is of Native American origin. For the reasons described herein, impacts related to human remains would be less than significant.

3.4.3 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts to cultural resources:

- **GEN-5:** State Parks resource specialist staff, such as cultural resource specialists and biological resource specialists, will be involved in the project conceptualization, design, and planning process for projects at Prairie City SVRA and will provide support in defining resource protection features for projects.
- **CUL-1**: Prior to the start of on-site construction work, the **[insert who]** will notify the Cultural Resources Supervisor, unless other arrangements are made in advance, a minimum of three weeks to schedule a Cultural Resources Specialist to monitor work, as necessary, to ensure that pre-approved removal and reconstruction of historic fabric will occur in a manner consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties.
- **CUL-2**: Before, during, and after construction, a **[insert who]** will photo-document all aspects of the project and will add the photos to the historical records (archives) for the park.
- **CUL-3**: Prior to the start of on-site construction work, and to the extent not already completed, a **[insert who]** will map and record all cultural features (archaeological and built environment) within the proposed Area of Potential Effects (APE) to a level appropriate to the Secretary of the Interior's Standards.
- **CUL-4**: All historic work on built environment resources will comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.
    - Historic character will be retained and preserved; where safe, original materials that still maintain structural integrity will be retained; and where replacement is required, materials and features will be replaced "in kind."
    - A qualified historian familiar with the project site's cultural/historic resources will monitor all construction activities at his/her discretion. All historic resources uncovered during the project will be recorded in place with a photograph and/or drawing showing any new or recovered material and archived, at the discretion of the monitor.
    - Upon completion of the project, **[Insert who]** will record any modifications to historic buildings or structures, or alterations of historic fabric on as-built drawings.
- **CUL-5**: Prior to the start of any ground-disturbing activities, a qualified archaeologist will complete preconstruction testing to determine specific avoidance areas within the proposed APE that contains known significant or potentially significant archaeological resources.
    - If necessary, a qualified Cultural Resources Specialist will prepare a research design, including appropriate trenching and/or preconstruction excavations.
    - Based on preconstruction testing, project design and/or implementation will be altered, as necessary, to avoid impacts to significant archaeological resources or reduce the impacts to a less-than-significant level, as determined in consultation with a State Parks-qualified archaeologist.
- **CUL-7:** In an Area of Potential Effects (APE) considered highly sensitive for the discovery of buried archaeological features or deposits, including human remains, **[insert who]** will review and approve

monitoring by a State Parks-qualified Cultural Resources Specialist of any subsurface disturbance, including but not limited to grading, excavation or trenching.

- **CUL-8**: **[insert who]** will review and approve monitoring of subsurface disturbance by a Native American monitor.
- **CUL-9**: If anyone discovers previously undocumented cultural resources during project construction or ground-disturbing activities, work within 50 to 100 feet of the find will be temporarily halted, the State Parks State Representative will be notified immediately, and work will remain halted until a qualified Cultural Resources Specialist or archaeologist evaluates the significance of the find and determines and implements the appropriate treatment and disposition in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.
    - If ground-disturbing activities uncover cultural artifacts or features (including but not limited to dark soil containing shellfish, bone, flaked stone, groundstone, or deposits of historic ash), when a qualified Cultural Resources Specialist is not on-site, **[insert who]** will contact the State Parks State Representative immediately and **[insert who]** will temporarily halt or divert work within the immediate vicinity of the find until a qualified Cultural Resources Specialist or archaeologist evaluates the find and determines and implements the appropriate treatment and disposition of the find.
    - If feasible, **[insert who]** will modify the project to ensure that construction or ground-disturbing activities will avoid the unanticipated discovery of significant cultural resources (historical resources) upon review and approval of a **[insert who]**.
- **CUL-10**: In the event anyone discovers human remains or suspected human remains, work will cease immediately within 100 feet of the find and the project manager/site supervisor will notify the appropriate State Parks personnel. The human remains and/or funerary objects will not be disturbed and will be protected by covering with soil or other appropriate methods. The State Parks Sector Superintendent (or authorized representative) will notify the County Coroner, in accordance with Section 7050.5 of the California Health and Safety Code, and the Native American Heritage Commission; the superintendent will also notify the local Tribal Representative). If a Native American monitor is on-site at the time of the discovery, the monitor will notify his/her affiliated tribe or group. The local County Coroner will make the determination of whether the human bone is of Native American origin.
    - If the Coroner determines the remains represent Native American interment, the Native American Heritage Commission will be consulted to identify the most likely descendant and appropriate disposition of the remains. Work will not resume in the area of the find until proper disposition is complete (PRC Section 5097.98). No human remains or funerary objects will be cleaned, photographed, analyzed, or removed from the place of discovery prior to determination.
    - If it is determined the find indicates a sacred or religious site, the site will be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Officer and review by the Native American Heritage Commission, as well as appropriate Tribal Representatives, will occur as necessary to define additional site mitigation or future restrictions.

3.5 ENERGY

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

3.5.1 Environmental Setting

California relies on a regional power system composed of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation resources:

- **Natural gas**: Almost two-thirds of California households use natural gas for home heating, and about half of California's utility-scale net electricity generation is fueled by natural gas (EIA 2021).
- **Petroleum**: Petroleum products (gasoline, diesel, jet fuel), which are consumed almost exclusively by the transportation sector, account for almost 99 percent of the energy used in California by the transportation sector, with the rest provided by ethanol, natural gas, and electricity. In 2021, 13.8 billion gallons of gasoline (made up of 90 percent petroleum-based gasoline and 10 percent ethanol) were sold in California (CEC 2023). Gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet specific formulations required by the CARB (EIA 2021).
- **Electricity and renewables**: The California Energy Commission (CEC) estimates that total renewable energy reached 33 percent, 90,2080 GWh in 2020, up 2.5 percent from 2019 levels (CEC 2020).
- **Alternative fuels**: Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many alternative transportation fuels (e.g., biodiesel, hydrogen, electricity). Use of alternative fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard, 2022 Scoping Plan).

Utility infrastructure for the park consists of a State Parks-owned systems that provide electricity services, and utility corridors and easements owned by outside companies and agencies. Electric utilities are provided to the park by the Sacramento Municipal Utility District. Many of the park's facilities do not have utility constraints and are currently receiving service from public utilities or could be potentially connected to public utilities for power. No natural gas is combusted at the project site. Additionally, diesel and gasoline fuels are used to operate equipment and vehicles required for routine management operations. Maintenance and monitoring at the park do not generate a high level of electricity needs. Visitors consume energy by travelling to and from the park, as well as by engaging in motorized vehicle recreational activities.

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Under this act, the National Highway Traffic and Safety Administration (NHTSA) is responsible for revising fuel

economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturers' compliance with the government's fuel economy standards. Three Energy Policy Acts have been passed, in 1992, 2005, and 2007, to reduce dependence on foreign petroleum, provide tax incentives for the development of alternative fuels, and support energy conservation. As of March 31, 2022, NHTSA has finalized the CAFE Standards for model years (MY) 2024-2026. The new standards will increase fuel efficiency 8 percent annually for MYs 2024-2025 and 10 percent annually for MY 2026. The new standards will also increase the estimated fleetwide average by nearly 10 miles per gallon for MY 2026, relative to MY 2021 (NHTSA 2022).

3.5.2 Discussion

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less-than-significant impact. Implementation of projects under the RTMP would result in the consumption of gasoline and diesel fuel if recommendations are constructed; however, this level of consumption would not be substantial and would be spread out over the foreseeable lifetime of this plan as individual projects are prioritized and implemented across the nine separate management zones in the park. Construction-related energy expenditures would be necessary to provide more robust recreational opportunities within the RTMP. The project would also result in some increases in operational emissions from maintenance activity and fewer than 110 new automobile trips per day. The project would not induce more OHV activity as compared to baseline conditions because it would redistribute and separate different OHV uses rather than attracting additional OHV use. The project would also not substantially increase the electrical demand at the RTMP above baseline conditions nor would require natural gas infrastructure. The gasoline and diesel fuel consumption from maintenance and vehicular access to the project would be negligible. Therefore, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy during project construction or operation. This impact would be less than significant.

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

Less-than-significant impact. The RTMP is consistent with all applicable State and local plans, policies, and regulations, including those adopted by the CPUC and CEC to reduce energy consumption. Therefore, because the proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, therefore this impact would be less than significant.

3.5.3 Applicable Standard Project Requirements

There are no SPRs applicable to energy.

3.6 GEOLOGY AND SOILS

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

3.6.1 Environmental Setting

Section 3.5.1, "Existing Setting," beginning on page 3.5-1 of the General Plan Draft EIR (State Parks 2015) describes existing conditions related to geology, soils, minerals, and paleontological resources. The discussion here provides

an update of existing conditions to reflect new information available since certification of the General Plan EIR and to provide additional detail relevant to this analysis.

Soil Hazards

Expansive soils shrink and swell as a result of moisture change, and over time, these volume changes can cause damage to building foundations, underground utilities, and other subsurface facilities and infrastructure that are not designed and constructed appropriately to resist damage associated with the changing soil conditions. Placing buildings or constructing infrastructure on or in expansive soils can result in structural failure. As shown in Table 2-3 in the General Plan, many of the soil types in the park have low to moderate shrink-swell potential.

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. The park is generally located in stable rock formations (with the exception of the dredge tailings), potential seismic sources are a relatively long distance away, and the groundwater table is at least 120 feet below the ground surface (Sacramento Central Groundwater Authority 2012).

Both natural and human phenomena can induce subsidence of the land surface. Natural phenomena that can cause subsidence can result from tectonic deformations and seismically induced settlements; from consolidation, hydrocompaction, or rapid sedimentation; from oxidation or dewatering of organic-rich soils; and from subsurface cavities. Subsidence related to human activity can result from withdrawal of subsurface fluids or sediment. Pumping of water from subsurface water tables for residential, commercial, and agricultural uses causes more than 80 percent of the identified subsidence in the United States (Galloway et al. 1999). Lateral spreading is the horizontal movement or spreading of soil toward an open face, such as a streambank, the open side of fill embankments, or the sides of levees. The potential for land failure from subsidence and lateral spreading is highest in areas where the groundwater table is high, where relatively soft and recent alluvial deposits exist, and where creek banks are relatively high. The park is unlikely to be subject to hazards from seismically induced subsidence or settlement because the groundwater table is at least 120 feet below the surface of the park, and the soils in the park (aside from the dredge tailings) generally consist of older, well-cemented materials of adequate bearing strength.

Erosion

Most soil types at the SVRA have a high susceptibility to wind erosion, and all but the Pardee-Rancho Seco complex are moderately susceptible to water erosion. As described in the General Plan, most of the soil types are in hydrologic group D, which indicates high runoff potential.

Many of the existing routes and trails at Prairie City SVRA were established as user-created trails prior to State Parks management of the site and were not designed to current route and trail standards. If designed improperly, roads, trails, and tracks can alter a watershed's natural drainage patterns through modified topography, removal of vegetation, and continued use of exposed soils that may cause water, wind, or mechanical erosion. Appendix 2 of the RTMP includes maps that show the soil erosion hazards and trail erosion areas in Prairie City SVRA.

Some of the most complex elements of trail design are crossings of waterways or wetland areas. Appendix 3 of the RTMP includes maps that show the locations of waterways and wetlands throughout Prairie City SVRA. One intermittent stream is located within Prairie City SVRA, but most of the developed facilities are located on previously altered landscapes without direct connections to stream channels. Effectiveness, applicability, limitations, installation protocols, and maintenance requirements for BMPs are essential to eliminate or manage stormwater discharges.

Department Operations Manual

Paleontological Resources (0309)

Paleontological resources including both organic and mineralized remains in body or trace form, are the records in stone of plant and/or animal species from past geological ages. Paleontological resources, by reason of their occurrence in rocks or soils, are frequently difficult to recognize, except by persons with specific knowledge and training in paleontology. They represent the only source or knowledge concerning life on earth in the geological past. They are irreplaceable, and if destroyed or damaged, are lost forever.

Paleontological resources in the State Park System require protection from damaging influences, including deterioration or adverse modification of their environment.

Site Development Policy (0309.1)

Sites proposed for development will be evaluated for paleontological resources in the preliminary planning stage. Stabilization of paleontological resources may be required to prevent loss, but will be done in ways that protect the integrity of the sites.

Paleontological Resource Protection Policy (0309.2)

Paleontological resources will be protected, preserved, and managed for public education, interpretation, and scientific research. In order to accomplish this the Department will:

a. Inventory paleontological resources and systematically monitor for newly exposed fossils, especially in areas of rapid erosion. Scientifically significant fossils will be protected according to procedures established for the park unit. These procedures may include site stabilization, physical protection, collection, or documentation according to the site-specific conditions;

b. Encourage academic field research and scientific study in accordance with an approved Application and Permit to Conduct Paleontological Investigations/Collections (State Parks 412P);

c. Interpret paleontological resources for park visitors where appropriate and consistent with interpretive plans;

d. Prohibit general classroom collection activities; and

e. Protect known fossil localities and prevent damage to and unauthorized collection of fossils. To protect paleontological resources from harm, theft, or destruction, the Department may keep the locality of significant fossils confidential.

Prairie City SVRA General Plan

The following policies of the Prairie City SVRA General Plan would apply to geology, soils and paleontological resources:

- **Geo Goal 1:** Manage the SVRA to minimize geologic hazards while maintaining a quality OHV recreational experience.
    - **Geo Guideline 1.1:** Drainage facilities shall be designed by a California-registered civil engineer, and a geotechnical engineer shall be retained to review construction of drainage facilities, to minimize potential safety hazards or downstream damage associated with failure of earthen or concrete barriers from slope instability.
    - **Geo Guideline 1.2:** Avoid constructing restroom facilities that require soil percolation of wastewater. All new restrooms should use wastewater containment systems (i.e., wastewater holding tanks such as

those used in portable toilets or concrete vault toilets), with periodic removal, treatment, and disposal off-site by a licensed contractor.

- **Geo Goal 2:** Promote staff education and visitor awareness of paleontological resources and proper procedures to be followed if fossils are discovered.
  - **Geo Guideline 2.1:** Provide annual paleontological resource training to all SVRA staff regarding procedures to be followed if paleontological resources are discovered during a project, or if SVRA visitors find a paleontological resource (as specified in Geo Guideline 2.2). Update State Parks peace officers (SPPOs) on current laws related to paleontological resource protection and inform them about areas most likely to contain the unique paleontological resources that would be most susceptible to looting, vandalism, or damage.
  - **Geo Guideline 2.2:** If paleontological resources are discovered inadvertently during construction activities, cease construction activities within 100 feet of the fossil and consult an OHMVRD archaeologist or other qualified paleontological resource professional to determine the potential significance of the find. If the fossil is determined to be a unique paleontological resource, develop and implement a recovery plan consistent with Society of Vertebrate Paleontology (1996) criteria. The recovery plan may include but is not limited to a field survey, construction monitoring, sampling and data recovery procedures, curation for any specimen recovered, and a report of findings.
- **Soils Goal 1:** Manage the SVRA for a balance of uses that allow protection and conservation of soil while maintaining a quality OH recreational experience.
  - **Soils Guideline 1.1:** Manage Prairie City SVRA trails and facilities to meet the current OHMVRD Soil Conservation Standard or subsequent amendments or replacement documents.
  - **Soils Guideline 1.3:** Incorporate the guidance provided in the OHV BMP Manual, or subsequent or replacement document, when planning for the development of new facilities. Select, implement, and maintain BMPs, including those designed for stockpiles, during and after construction activities to avoid soil loss and the potential for resulting air pollution or degradation of water quality.
- **Water Goal 2:** Manage the SVRA for the protection of water quality while maintaining a quality OHV recreational experience.
  - **Water Guideline 2.1:** Avoid siting facilities in and immediately adjacent to riparian areas or stream corridors and within waters of the United States or the state. Stream corridors shall be managed with vegetated buffers and crossings shall be properly sited for circulation and designed to minimize erosion and other water quality impacts. Culverts or bridge crossings shall be considered in highly erosive areas. Design measures include but are not limited to:
    - armoring approaches,
    - providing sediment traps or filter areas,
    - hardening the crossing surface,
    - protecting the streambanks from vehicle backwash and overflow during flooding, and modifying superelevation (direction of tilt) such that roads and trails drain away from stream corridors.
  - **Water Guideline 2.3:** Implement all water quality control measures required under the NPDES Construction General Permit before, during, and after the construction of facilities proposed and envisioned in this General Plan. Develop a SWPPP, including the identification of BMPs that must be implemented to reduce water quality degradation of receiving waters during and after has context

construction activities. Incorporate construction BMPs from the OHV BMP Manual or subsequent applicable document, as appropriate.

- **Water Guideline 2.4:** Incorporate permanent water quality control features, as appropriate when developing detailed plans for facilities proposed and envisioned in this General Plan. As appropriate to designs, incorporate information from the OHV BMP Manual and the OHMVR Soil Standard [Off-Highway Motor Vehicle Recreation Division Soil Conservation Standard and Guidelines] (or subsequent amendments), and the Aerojet Feasibility Report for Area 39, which is expected to be completed in 2018 and will contain prescriptive measures designed to help reduce contaminant transport in groundwater. Select water quality control features suitable to site conditions at Prairie City SVRA and consistent with state-of-the art science on water quality management. Avoid direct discharge to receiving water bodies.
- **Water Guideline 2.5:** Improve areas that have experienced substantial erosion from surface water runoff, as determined by annual inspections, to reduce erosion and sedimentation. Implement rehabilitation concepts for these features, as appropriate.

OHMVR Soil Conservation Standards

As required by legislation from 2017 Senate Bill 249, the OHMVRD together with the Natural Resources Division and the California Geological Survey completed the review and update of the 2008 Soil Conservation Standard and Guidelines. The purpose of this document is to define the standard by which SVRAs manage OHV facilities while additionally providing guidelines and management considerations with the intent of reducing erosion and sedimentation. The review, initiated in early 2020, found the Soil Conservation Standard to still be an effective measure of compliance, but updates would benefit the Guidelines portion of the document. Written into the Guidelines as part of the 2020 update was the requirement for SVRAs to draft Soil Conservation Plans. The Prairie City Soil Conservation Plan, currently being developed, provides measurable objectives, defines protocols for assessment, maintenance plans, monitoring efforts, and reporting requirements implemented at the park to meet the requirements of the Soil Standards and Senate Bill 249. Future development under the RTMP would design, construct, and maintain sustainable roads and routes consistent with this Soil Conservation Plan and OHMVRD 2020 Soil Conservation Standard and Guidelines (2020) or subsequent updates.

3.6.2 Discussion

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

No impact. Prairie City SVRA is not located on or adjacent to any known faults nor is it located in a seismically active region. Implementation of the RTMP would not create new seismic events or exacerbate existing seismic hazards as projects envisioned in the RTMP would involve limited excavation that would not alter existing geologic, seismic, and fault conditions in the region.

Liquefaction potential is determined by the type and consistency of soils, level and duration of seismic ground motions, and depth to groundwater. Prairie City SVRA is generally located in stable rock formations, with potential seismic sources relatively a long distance away. Furthermore, as described in Section 2, "Existing Conditions," of the Prairie City SVRA General Plan, the groundwater table is at least 120 feet below the ground surface (State Parks 2016). Therefore, it is unlikely that soils within Prairie City SVRA would be subject to liquefaction in the rare event of an earthquake. Landslides are unlikely due to the relatively flat topography of Prairie City SVRA. Furthermore, by law, all buildings and associated facilities must be designed according to the requirements of the California Building Standards Code (CBC), which contains criteria specifically designed to reduce structural damage and personal injury from seismic events and liquefaction to the maximum extent practicable. However, implementation of the RTMP would not result in construction of habitable structures. Therefore, the RTMP would not exacerbate any risk of exposure of people or structures to adverse effects related to fault rupture, strong seismic ground-shaking, liquefaction, or landslides and no impact would occur.

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

Less-than-significant impact. Most soil types at the SVRA have a high susceptibility to wind erosion, and all but the Pardee-Rancho Seco complex are moderately susceptible to water erosion. The Pardee-Rancho Seco complex has a low susceptibility to water erosion. Future projects implemented under the RTMP could involve the disturbance of surface soils during construction activities. These activities include construction of new or re-routed OHV routes, and new mountain bike trails, hiking trails, staging areas, and camping facilities, as well as soil disturbance caused by motorized recreation.

The RTMP directs staff to prioritize eroding routes and trails and implement improvements to reduce erosion. Furthermore, erosion impacts from projects implemented as part of the RTMP would be minimized or avoided through implementation of SPRs GEO-1 through GEO-4 and BIO-22. Any projects that disturb over 1 acre of soil would be required to comply with the California Construction General Permit (Order 2022-0057-DWG), which requires the implementation of a stormwater pollution prevention plan (SWPPP) and BMPs that would reduce the potential for erosion. Therefore, this impact would be less than significant.

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

Less-than-significant impact. Landslide-related hazards associated with RTMP and soil susceptibility to liquefaction within Prairie City SVRA are addressed under Criterion a), above. Implementation of the RTMP would result in new or re-routed OHV routes, and new mountain bike trails, hiking trails, bike park facilities, staging areas, and camping facilities. The RTMP would not include the construction of significant structures beyond restroom facilities and shade ramadas. The park is unlikely to be subject to hazards from seismically induced subsidence or settlement because the groundwater table is at least 120 feet below the surface of the park, and the soils in the park (aside from the dredge tailings) generally consist of older, well-cemented materials of adequate bearing strength (State Parks 2016).

In addition, the Prairie City SVRA General Plan includes goals and guidelines that address geologic hazards, such as Geo Guideline 1.1 and Soils Guideline 1.3, that require that all drainage facilities be designed by a California-registered engineer and in accordance with the OHV BMP Manual to minimize potential hazards from slope instability (State Parks 2007). For these reasons, RTMP impacts related to landslides, lateral spreading, subsidence, liquefaction, and collapse would be less than significant.

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

Less-than-significant impact. As discussed in Section 3.6.1, "Environmental Setting," above, many of the soil types in Prairie City SVRA have low to moderate shrink-swell potential. Implementation of the RTMP would result in new or re-routed OHV routes, and new mountain bike trails, hiking trails, staging areas, and camping facilities. Although implementation of the RTMP would involve the development of minor structures (e.g., restrooms and shade ramadas), by law, all buildings and associated facilities must be designed according to the requirements of the CBC, which contains criteria for reducing structural damage from expansive soils to the maximum extent practicable.

Furthermore, detailed work plans for future route and trail segments and camping facilities would be prepared at the time when funding is available. Subsequent environmental review will be required to assess potential impacts related to geologic hazards from expansive soils. Thus, because future projects (e.g., restroom facilities) under the RTMP would be required to comply with the CBC, this impact would be less than significant.

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

Less-than-significant impact. Most existing restroom facilities at Prairie City SVRA consist of either portable toilets or concrete vault toilets where the wastewater is pumped and removed rather than percolated through the soil. The RTMP does not include installation of septic systems. Future projects proposed under the RTMP could include vault toilets, where the receiving tank is installed underground. This type of system involves internal breakdown of liquid and solid waste in an encapsulated system where there is no interface with the surrounding soils. Furthermore, the RTMP would comply with Geo Guideline 1.2 in the Prairie City General Plan, which recommends that restroom facilities be designed to use wastewater containment systems to avoid the need for soil percolation of wastewater. For the reasons described herein, this impact would be less than significant.

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

Less-than-significant impact. Portions of Prairie City SVRA are underlain by the Mehrten and lone Formations. These rock units are of high paleontological sensitivity because of the large number of fossils that have been recovered from these formations at lone, Iowa Hill, Camanche Reservoir, and other locations in the Central Valley and the Sierra Nevada foothills. Therefore, previously unknown, unique paleontological resources could be damaged during construction-related earthmoving activities in Prairie City SVRA within these rock formations. Detailed project plans for future route and trail segments and camping facilities, including restrooms, would be prepared at the time when a specific project is undertaken. These project plans would identify the extent of excavation, if needed. Additionally, subsequent environmental review will be required to assess potential impacts related to unique paleontological or geologic resources.

Paleontological resources found in the State Park System require protection from damage. As such improvements proposed by the RTMP would be constructed in accordance with the Paleontological Resource Protection Policy as identified in Sections 0309.1 and 0309.2 in the Natural Resources section of the Department Operations Manual (DOM) (State Parks 2004). Section 0309.1 requires that project sites be evaluated for paleontological resources in the preliminary planning stage. In the event that paleontological resources are encountered, DOM Section 0309.2 requires State Parks to implement procedures to protect and preserve the resources through site stabilization, physical protection, collection, or documentation. Projects proposed by the RTMP would also implement Geo Guideline 2.1 of the General Plan, which recommends that paleontological

resources training be provided to park staff members. This training would include information about the areas most likely to contain unique paleontological resources, education on current laws related to paleontological resources, and the procedures to follow should paleontological resources be discovered inadvertently during construction. The RTMP would also adhere to Geo Guideline 2.2 of the General Plan, which states that if a paleontological resource is discovered inadvertently during construction activities, work within 100 feet of the find will be temporarily halted and an OHMVRD Archaeologist or other Qualified Paleontological Resource Professional must be consulted. Through compliance with and implementation of DOM policies and General Plan goals and guidelines, future projects under the RTMP would avoid direct or indirect destruction of a unique paleontological resource or site or unique geologic feature and this impact would be less than significant.

3.6.3 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts related to geology and soils:

- **GEO-1:** After a large earthquake event (i.e., magnitude 5.0 or greater within 50 miles of the project site), **[insert who]** will inspect all project structures and features for damage, as soon as is possible after the event. Any damaged structures or features will be closed to park visitors, volunteers, residents, contractors, and staff.
- **GEO-2:** No track-mounted or heavy-wheeled vehicles will be driven through **[insert work area name]** areas during the rainy season or when soils are saturated to avoid compaction and/or damage to soil structure.
- **GEO-3:** **[Insert who]** will develop a rehabilitation plan for the decommissioned trail that includes using brush and trees removed from the new trail alignment for bio-mechanical erosion control (bundling slash and keying it in to fall of trail, filling damaged trails sections with soil and duff removed from the new trail alignment, constructing water bars, and replanting native trees and shrubs).
- **GEO-4:** **[Insert who]** will clearly block both ends of the trail and scatter its length with vegetative debris from new trail construction to discourage continued use and degradation of the decommissioned portion of the trail.
- **BIO-22:** **[Insert who]** will employ BMPs for erosion control to avoid runoff of project-related sediments, vehicle fluids, and other liquids into special plant communities.

3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. Greenhouse Gas Emissions. Would the project:				
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?	☐	☐	☒	☐

3.7.1 Environmental Setting

Statewide GHG Emission Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the State government for approximately two decades. GHG emission targets established by the State legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. This target was superseded by AB 1279, which codifies a goal for carbon neutrality and reduce emissions by 85 percent below 1990 levels by 2045. These targets are in line with the scientifically established levels needed in the U.S. to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015).

CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022, which traces the State's the pathway to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top-down, bottom-up approach under various scenarios. It identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste) to achieve these goals.

Transportation-Related Standards and Regulations

As part of its Advanced Clean Cars program, CARB established more stringent GHG emission standards and fuel efficiency standards for fossil fuel–powered on-road vehicles than EPA. The program's initial goal requiring zero-emission vehicle (ZEV) regulation (i.e., battery, fuel cell, and plug-in hybrid electric vehicles [EVs]) to account for up to 15 percent of California's new vehicle sales by 2025 was supersede by Executive Order N-79-20, which directed the state to scale out the sales of internal combustion engines to 100 percent ZEV sales by 2035. The Advanced Clean Cars II Program was adopted by CARB in August 2022 and provides the regulatory framework for ensuring the sales requirement goal of Executive Order N-79-20 to ultimately reach 100 percent ZEV sales in the state by 2035.

Legislation Associated with Electricity Generation

The State has passed legislation requiring the increasing use of renewables to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011); 52 percent by 2027 (SB 100 of 2018); 60 percent by 2030 (also SB 100 of 2018); and 100 percent by 2045 (also SB 100 of 2018).

Sacramento Metropolitan Air Quality Management District

SMAQMD is the primary agency responsible for addressing air quality concerns in all of Sacramento County—its role is discussed further in Section 3.2, "Air Quality." SMAQMD also recommends methods for analyzing project-generated GHGs in CEQA analyses and offers multiple potential GHG reduction measures for land use development projects. SMAQMD developed thresholds of significance to provide a uniform scale to measure the significance of GHG emissions from land use and stationary source projects in compliance with CEQA to align with the statewide GHG target of 40 percent below 1990 levels by 2030 with passage of SB 32 for land use development projects (SMAQMD 2021).

SMAQMD's new published guidance to address GHGs was released in February 2021. SMAQMD recommends that an 1,100 metric tons of carbon dioxide equivalent ($MTCO_2e$) be applied as a bright-line threshold of significance for evaluating construction emissions of GHGs. SMAQMD also recommends a tiered approach to evaluating the significance of operational emissions. All projects are required to implement the following tier 1 BMPs:

- **BMP 1** – Projects shall be designed and constructed without natural gas infrastructure.
- **BMP 2** – Projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle capable spaces shall instead be electric vehicle ready.

Projects can screen out by comparing to the SMAQMD's operational screening levels table (equivalent to 1,100 $MTCO_2e$ /year), including implementation of tier 1 BMPs. If the project emissions exceed the screening level, or the project fails to implement tier 1 BMPs, projects must implement tier 2 BMP 3, which consists of reducing the project's vehicle miles traveled (VMT) to meet the following requirements of the standards developed by the Governor's Office of Planning and Research (OPR) pursuant to SB 743 (see Section 3.15, "Transportation," for a summary of this bill):

- **BMP 3** – Achieve the following VMT reduction targets compared to a county regional average:
  - 15 percent for residential projects,
  - 15 percent for office projects, and
  - a no net increase in VMT for retail projects.

Projects that cannot meet the tier 2 BMP 3 requirements must implement all feasible mitigation to reduce emissions.

SMAQMD's tier 1 and tier 2 BMPs are similar to the direction provided in Appendix D, "Local Actions," of the 2022 Scoping Plan, which identifies building decarbonization, VMT reductions, and the electrification of the mobile source sector as key priority areas that local jurisdictions can target to do their "fair share" in assisting the state in meeting its long-term goal of carbon neutrality by 2045.

Because SMAQMD's tier 1 and tier 2 BMPs would result in building decarbonization, VMT reductions, and the infrastructure to support ZEVs, they are considered appropriate thresholds for use in this analysis.

3.7.2 Discussion

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

Less than significant. As detailed in Section 2, "Project Description," the RTMP area consists of 1,344 acres of state lands, of which approximately 836 acres are currently open for OHV recreation. Of those 1,344 acres, approximately 22.5 acres would be developed with new nonmotorized uses (i.e., trails, campsites, day use facilities, and associated parking) that were not analyzed under the Prairie City SVRA General Plan EIR. Construction of park facilities envisioned in the RTMP would generate emissions of GHGs that could contribute to global climate change. SMAQMD uses screening criteria to determine whether or not a project's emissions would result in significant GHG emissions for both construction and operational emissions. Based on SMAQMD's CEQA Guidelines, "projects below the GHG Operational Screening Levels would not exceed the District's construction GHG threshold of significance if the project meets the parameters in Chapter 3, Section 3.3.1 for the construction NOx screening level" (SMAQMD 2021).

As discussed in Section 3.2, "Air Quality," the RTMP would not involve the parameters articulated in SMAQMD's criteria air pollutants guidelines (e.g., ground disturbance of fewer than 35 acres, demolition, significant grading). The project would also not introduce new natural gas infrastructure, nor would the project include building development that would be required to adhere to the Tier 2 voluntary requirements of the CalGreen Code. Appendix 6 of SMAQMD's CEQA Guidelines includes various residential and nonresidential land use sizes measured in kilo square feet and dwelling unit. Based on this screening criteria and for comparison purposes, a recreational land use such as a hotel comprising 72 rooms, that would use electricity and natural gas, generate solid waste and wastewater, and result in greater regional vehicle trips than would occur with implementation of the RTMP, would not generate emissions exceeding SMAQMD's thresholds of significance as they pertain to GHG emissions. By comparison, implementation of the RTMP would not introduce any new buildings and would be limited to a small increase in new VMT and the allowance of campfire use (when weather conditions allow). In consideration of the RTMP's design (i.e., no new development, no natural gas infrastructure) and the project's size not previously analyzed under the Prairie City SVRA General Plan EIR (i.e., fewer than 35 disturbed acres), the project would not result in a significant contribution to climate change. This impact would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

See Criterion a) above.

3.7.3 Applicable Standard Project Requirements

The following SPR would be incorporated into future projects that implement the RTMP to avoid impacts related to GHG emissions:

- **AQ-3:** All gasoline-powered equipment will be maintained according to manufacturer's specifications, and in compliance with all State and federal requirements**.**

3.8 HAZARDS AND HAZARDOUS MATERIALS

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

3.8.1 Environmental Setting

Hazardous Materials

Hazards and hazardous materials are regulated by a number of federal, State, and local agencies, including the federal Occupational Safety and Health Administration (OSHA), US Department of Transportation (USDOT), California OSHA (Cal/OSHA), California Department of Toxic Substances Control (DTSC), State Water Resources Control Board (SWRCB), California Highway Patrol (CHP), California Department of Transportation (Caltrans), and

the Sacramento County Environmental Management Department. Regulations that would minimize potential hazards and hazardous materials impacts associated with the RTMP include:

- OSHA has adopted numerous regulations pertaining to worker safety, contained in Title 29 of the Code of Federal Regulations (29 CFR). These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for excavation and trenching.
- Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA standards, which typically are more stringent than federal OSHA regulations, are presented in Title 8 of the California Code of Regulations (8 CCR). Cal/OSHA conducts on-site evaluations and issues notices of violation to enforce necessary improvements to health and safety practices.
- Under the Resource Conservation and Recovery Act of 1976, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. The Hazard Communication Standard defined in 29 CFR Part 1910 requires that workers be informed of the hazards associated with the materials they handle. USDOT has also developed regulations (10 CFR and 49 CFR) pertaining to the transport of hazardous substances and hazardous wastes by all modes of transportation. California has adopted USDOT regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in 26 CCR. State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are CHP and Caltrans. Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.
- California Hazardous Materials Release Response Plans and Inventory Law requires preparation of hazardous materials business plans and disclosure of hazardous materials inventories. Such plans must include an inventory of hazardous materials handled, as well as facility floor plans showing where hazardous materials are stored, an emergency response plan, and emergency response procedures that provide for employee training (California Health and Safety Code, Division 20, Chapter 6.95, Article 1). The business plan program is administered by the California Emergency Management Agency.
- The goal of the California Accidental Release Prevention Program (CCR Title 19, Division 2, Chapter 4.5) is to reduce the likelihood and severity of consequences of any releases of extremely hazardous materials. Any business that handles regulated substances (i.e., chemicals that pose a major threat to public health and safety or the environment because they are highly toxic, flammable, or explosive, including ammonia, chlorine gas, hydrogen, nitric acid, and propane) must prepare a risk management plan. The plan must provide safety information, hazard data, operating procedures, and training and maintenance requirements. The list of regulated substances is found in Article 8, Section 2770.5 of the program regulations.
- Title 14 of the CCR sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent damage to structures or people by reducing wildfire hazards.
- PRC Section 4442 and California Vehicle Code Section 38366 state that no person is to use, operate, or be allowed to use or operate any off-highway motor vehicle on any forest-covered land, brush-covered land, or grass-covered land unless the vehicle is equipped with a spark arrester that is maintained in effective working order. In addition, a spark arrester that is affixed to an exhaust system cannot be placed or mounted in a way that will allow flames or heat from the exhaust system to ignite any flammable material.

A portion of the southern area of the park, identified as “Area 39” in Figure 2-13 of the General Plan, is a Superfund site that was formerly owned and operated by Aerojet as a rocket testing site. As described in the General Plan, Area 39 was used as a disposal area for generated hazardous wastes. Aerojet operated two chemical plants at its facility, which manufactured various herbicides, pesticides, and pharmaceutical-related compounds. Historical disposal methods included burning, landfilling, surface impoundment, and deep well injection. Several plumes of contaminated groundwater have been identified at the former Aerojet operations facility. The major contaminants found in the groundwater and vadose zone (the area between the land surface and the water table) consist of n-nitrosodimethylamine (i.e., NDMA), perchlorate, and trichloroethylene (TCE). As part of a remediation effort, there are numerous groundwater monitoring and extraction wells owned/operated by Aerojet to capture and treat the groundwater in the southeast corner of the SVRA (State Parks 2022).

Database Searches

The provisions of California Government Code Section 65962.5 are commonly referred to as the “Cortese List.” The Cortese List is a planning document used by State and local agencies to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Section 65962.5 requires California EPA to develop an updated Cortese List at least annually. DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies in California, such as SWRCB, must provide additional information.

The Hazardous Waste and Substances Site List, also known as the EnviroStor database, is maintained by DTSC as part of the requirements specified in PRC Section 65962.5 (Cortese List). In the EnviroStor database, DTSC identifies sites that have known contamination and sites for which there may be reasons to investigate further. The database lists federal Superfund sites (National Priority List sites); state response sites, including military facilities and state Superfund sites; voluntary cleanup sites; and school sites. No hazardous material spills or clean ups are recorded within 1,000 feet of the park (DTSC 2024).

The SWRCB GeoTracker database provides data relating to leaking underground storage tanks and other types of soil and groundwater contamination, along with associated cleanup activities. The SWRCB GeoTracker database lists seven "open-site assessment" cases in the park, and no cases within 0.25-mile (Table 3.8-1). Summaries of the GeoTracker open-site assessment cases identify potential contaminants of concern, potential media affected, and a cleanup action report. The seven cases within Prairie City SVRA involve soil, soil vapor, and groundwater sampling for a variety of contaminants (e.g., dioxins, furans, perchlorate, volatile organic compounds [VOCs]) associated with the former burning activities that occurred in Area 39 as described above. Metals, perchlorate, dioxins/furan, and VOCs were found to exceed screening levels for human health and ecological risks. The GeoTracker and EnviroStor databases did not identify any additional hazardous materials sites in Zone 6.

The SWRCB list of cease-and-desist actions and cleanup or abatement orders includes the Aerojet Superfund site. This list contains many cease-and-desist orders and cleanup and abatement orders that do not concern the discharge of wastes that are hazardous materials. Many of the listed orders relate to discharges of domestic sewage, food processing wastes, or sediment that do not contain hazardous materials. The SWRCB list of solid waste disposal sites does not include the Aerojet Superfund site or the park.

Table 3.8-1 State Water Resources Control Board Spills, Leaks, Investigations, and Cleanup Program Cases within Prairie City SVRA

Geotracker ID	Site Name	Cleanup Status	Latitude	Longitude
T10000002297	Aerojet-General Corporation-Aerojet 29b	Open-Site Assessment	38.59617865	-121.149931
T10000002299	Aerojet-General Corporation-Aerojet 30b	Open-Site Assessment	38.59326052	-121.1487722
T10000002300	Aerojet-General Corporation-Aerojet 31b	Open-Site Assessment	38.59511162	-121.1472085
T10000002302	Aerojet-General Corporation-Aerojet 32b	Open-Site Assessment	38.59686623	-121.1486435
T10000002303	Aerojet-General Corporation-Aerojet 33b	Open-Site Assessment	38.59637989	-121.1476135
T10000002304	Aerojet-General Corporation-Aerojet 34b	Open-Site Assessment	38.5954072	-121.1474848
T10000002305	Aerojet-General Corporation-Aerojet 35b	Open-Site Assessment	38.59644697	-121.1563683

Source: SWRCB 2024.

Schools

There are no existing schools within Prairie City SVRA or within 0.25-mile of Prairie City SVRA. The closest schools to the park are Mangini Ranch Elementary School, located approximately 2.4 miles northeast of the park, and Carson Creek Junior/Senior High School, located approximately 2.8 miles south/southwest of the park, and the Folsom High School, approximately the same distance to the north.

Airports

Mather Airport is located approximately 5.5 miles southwest of Prairie City SVRA. The Mather Airport Land Use Compatibility Plan (SACOG 2022) identifies safety zones surrounding the airport that include land use compatibility criteria. Prairie City SVRA is outside of all the safety zones delineated in the plan. There are no private airstrips within 2 miles of the park.

Transport of Hazardous Materials

Hazardous materials, hazardous wastes, and petroleum products are a subset of the goods routinely shipped along the transportation corridors adjacent to Prairie City SVRA. In California, unless specifically exempted, it is unlawful for any person to transport hazardous waste unless the person holds a valid registration issued by the DTSC. Three agencies maintain searchable databases that track hazardous material releases in reportable quantities: EPA maintains the Hazardous Materials Incident Report System that contains data on hazardous material spill incidents reported to USDOT; the California Office of Emergency Services (OES) maintains the California Hazardous Materials Incident Report System that contains information on reported hazardous material accidental releases or spills; and SWRCB's Site Cleanup Program maintains information on reported hazardous material accidental releases or spills. USDOT also provides grants to local agencies for preparation and training for hazardous materials incidents through its Hazardous Materials Emergency Preparedness Program administered by OES.

Wildland Fire Hazards

While all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. The California Department of Forestry and Fire Protection (CAL FIRE) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (PRC 4201-4204 and Government Code 51175-89). When development spreads into less densely populated, often hilly areas, it increases the number of people living in areas that are prone to wildfire.

Fire prevention areas considered to be under state jurisdiction are referred to as state responsibility areas (SRAs). Prairie City SVRA is within an SRA that CAL FIRE has identified as a moderate fire hazard severity zone (FHSZ) (CAL FIRE 2024a). State Parks is responsible for providing on-site fire protection services. Because Prairie City SVRA is a state facility, CAL FIRE provides on-site fire management. The El Dorado Station near Placerville is the primary CAL FIRE station that provides service to the park. Emergency response time from this station is estimated to be 25 minutes. Additional fire protection services to Prairie City SVRA are provided by the Sacramento Metropolitan Fire District (SMFD). CAL FIRE and SMFD have entered into mutual-aid agreements. SMFD is responsible for responding to life and property fires in the park.

Emergency Response and Evacuation Plans

As described in the General Plan, regional emergency access to Prairie City SVRA is provided via US 50, while direct access is provided via Prairie City Road and White Rock Road. The main entrance (Gate 1) is 1 mile west of the White Rock Road/Prairie City Road intersection. A special-event entrance (Gate 4) can also provide emergency access from Scott Road just south of the intersection with Prairie City Road. Secondary access (Gate 5) is provided from Scott Road at the southeast corner of the Prairie City Motocross Track. Prairie City SVRA is dominated by open terrain that is accessible by law enforcement vehicles and most emergency response vehicles.

Sacramento County has an emergency operations plan that addresses the county's planned response to extraordinary emergency situations associated with any hazard, natural, or human-caused which may affect Sacramento County (Sacramento County 2022a). The plan includes planned operational functions and overall responsibilities of the Sacramento County departments during an emergency situation.

Naturally Occurring Asbestos

Asbestos is a term applied to several types of naturally occurring fibrous materials found in rock formations throughout California (i.e., naturally occurring asbestos [NOA]). Exposure and disturbance of rock and soil that contains asbestos can result in the release of fibers to the air and consequent exposure to the public. All types of asbestos are now considered hazardous and pose public health risks. Asbestos is commonly found in ultramafic rock, including serpentine.

Special Report 192, Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California (DOC 2006) indicates that Prairie City SVRA is located in the category "Areas Least Likely to Contain NOA." These areas contain one or more of the following rock types: metamorphosed sedimentary rocks, granitic rocks, volcanic rocks, sedimentary rocks, unconsolidated alluvium, and dredge tailings associated with gold mining (including the Salt Springs Slate and the Ione, Mehrten, and Laguna Formations). These rock types have a lower relative likelihood for the presence of NOA than the other rock types in eastern Sacramento County because of their chemical and/or physical characteristics (DOC 2006). Because the park is characterized as an area "least likely to contain NOA," potential hazards related to asbestos are not discussed further.

Prairie City SVRA General Plan

The following goals and guidelines of the Prairie City SVRA General Plan would apply to hazards:

- **OM Goal 3:** Provide facilities and services that contribute to the safety and convenience of visitors and staff.
  - **OM Guideline 3.3:** Provide clear signage and/or fencing as appropriate around areas of known potential hazard, such as drop-offs, or restricted areas such as the environmentally contaminated areas in Area 39.

- **OM Guideline 3.4:** Construct, maintain, and operate all facilities in compliance with all federal, state, and local regulatory requirements regarding the handling and disposal of hazardous materials for the protection of surface water and groundwater, soils, and people.
- **OM Guideline 3.5:** Prevent accidental fire ignition and spread of wildfire to adjacent areas by monitoring OHVs for spark arresters and by monitoring fuel handling practices. Limit fires to be contained within fire pits, noting such with signage, and provide campground facilities with fire pits for visitor use.
- **OM Guideline 3.10:** Promptly clean up and dispose of trash and hazardous spills for the health and safety of the environment and the public and to encourage good visitor stewardship of the SVRA.
- **OM Guideline 3.13:** Provide OSHA training for staff, and utilize OSHA-certified staff to coordinate with Aerojet and oversee excavation associated with construction and maintenance activities within Area 39.

- **OM Goal 7:** Manage the SVRA for the protection of human health and ecological health based on recommendations developed in the Aerojet Feasibility Study for Area 39.
  - **OM Guideline 7.1:** Incorporate information from the Aerojet Feasibility Study for Area 39 when developing detailed plans for facilities proposed and envisioned in this General Plan. All facilities should be sited and managed to ensure that health hazards to sensitive receptors (construction workers, SVRA users and employees, and habitat/wildlife receptors) are avoided. Measures may include implementation of project-specific design measures such as modifications to area closures, enforcement of limits on uses in identified areas, specific best management practices, monitoring, or remedial measures identified in the Feasibility Study.

3.8.2 Discussion

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

Less-than-significant impact. Hazardous materials typically used in construction operations, such as diesel fuel, solvents, and paints, would likely be used during construction activities associated with RTMP implementation. Hazardous materials used during construction would be handled and stored in accordance with all federal, State, and local regulations, thus minimizing any potential for an accidental release of or exposure to such materials.

During construction, SPRs HAZ-1 through HAZ-4, HAZ-9, HAZ-11, and HYDRO-1 include measures to prevent accidental leaks, spills, or other emission of hazardous materials into the environment, such as frequent leak inspections and maintenance of construction vehicles, a spill prevention plan, a materials management plan, vehicle wash stations, and suitable staging areas.

The recreation user types addressed in the RTMP include motorized and nonmotorized recreational uses. These users do not typically handle or transport hazardous materials. Therefore, projects implemented pursuant to the RTMP would not increase the use or transport of hazardous materials at Prairie City SVRA. Improving and expanding the recreational opportunities at Prairie City SVRA would not likely attract additional motorized visitors to the SVRA; however, attendance is anticipated to increase over time, which would increase the use of gasoline and oils needed to operate OHVs. The increased use of these common materials would not create a substantial hazard to the public or environment because individuals would handle relatively small volumes of such materials to operate OHVs at Prairie City SVRA. Typically, the only routine use and transport of hazardous materials are associated with maintenance, which requires common hazardous materials such as fuel and lubricants for equipment and vehicles and detergents and solvents for cleaning. These hazardous materials are used and stored consistent with US EPA and OSHA standards. Implementation of the RTMP would not

substantially change the operations and maintenance of the park and staff would continue to use, transport, store, and dispose of these hazardous materials consistent with US EPA and OSHA regulations.

Furthermore, the General Plan OM Guideline 3.10 requires SVRA staff members to promptly clean up hazardous spills and dispose of trash for the health and safety of the environment. In addition, General Plan OM Guideline 3.4 requires that all facilities be constructed, maintained, and operated in compliance with federal, State, and local regulatory requirements regarding the handling and disposal of hazardous materials for the protection of surface and groundwater, soils, and people.

With adherence to applicable federal and State laws; SPRs HAZ-1 through HAZ-4, HAZ-9, HAZ-11, and HYDRO-1; and General Plan guidelines, implementation of the RTMP would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, this impact would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less-than-significant impact. Implementation of the RTMP would result in new or re-routed OHV routes and new mountain bike trails, hiking trails, and camping facilities that would require construction. Construction activities would involve ground-disturbing activities, including minor grading and excavation that could potentially release hazardous materials into the environment if present. No hazardous materials sites are known to occur in Prairie City SVRA as discussed below under Criterion d).

If subsequent projects under the RTMP require route modification that must occur in areas where hazardous materials could have been previously handled or stored, implementation of SPRs HAZ-1 and HAZ-2 require avoidance of these areas. In addition, the Prairie City SVRA General Plan includes goals and guidelines, such as OM Goal 7 and OM Guideline 7.1, which require all facilities be sited and managed to ensure that health hazards to sensitive receptors (construction workers, SVRA users and employees, and habitat/wildlife receptors) are avoided. For the reasons described above, the RTMP would not create a significant hazard to the public or environment and this impact would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. No schools are located within one-quarter mile of Prairie City SVRA. The RTMP would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impact would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-than-significant impact. As described in Section 3.8.1, “Environmental Setting” above, the SWRCB GeoTracker database lists seven "open-site assessment" cases in the park, and no cases within 0.25-mile (Table 3.9-1). The DTSC EnviroStor database search identified no documented hazardous-materials release sites in or within one-quarter miles of the park (DTSC 2024). Area 39, a Superfund site, contains former test stand burn areas and former waste production burn areas. Several contaminated groundwater plumes have been identified at the former Aerojet operations facility. As part of a remediation effort, there are numerous groundwater monitoring and extraction wells owned/operated by Aerojet to capture and treat the groundwater in the southeast corner of the SVRA (State Parks 2022).

The RTMP would comply with General Plan OM Guideline 3.3, which requires providing signage and/or fencing as appropriate around areas of known potential hazard, such as drop-offs, or restricted areas such as the environmentally contaminated areas in Area 39. General Plan OM Guideline 7.1 would also apply, which requires that when detailed plans are developed for proposed facilities, information from the feasibility study for Area 39 be incorporated into the plans. The RTMP would also be in accordance with General Plan OM Guideline 3.13, which requires appropriate SVRA staff obtain OSHA training to better coordinate with Aerojet and oversee construction and maintenance activities within Area 39.

Additionally, future projects would be required to undergo project-level environmental review to analyze potential impacts, such as creating a significant hazard to the public or the environment, and identify any necessary mitigation measures to reduce significant impacts. Projects under the RTMP would have to comply with SPRs HAZ-2, HAZ-3, HYDRO-1, and GEO-3 to address the concern of contaminants by assessing soils prior to construction and limiting exposure to hazardous materials during construction. With adherence to the applicable General Plan goals and guidelines, and compliance with SPRs HAZ-2, HAZ-3, HYDRO-1, and GEO-3, implementation of the RTMP would not create a significant hazard to the public or the environment from being located on or near a hazardous materials site. This impact would be less than significant.

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

No impact. Prairie City SVRA is located approximately 5.5 miles from Mather Airport and is located outside the safety zones identified in the Mather Airport Land Use Compatibility Plan. Furthermore, Prairie City SVRA is not located within 2 miles of a private airstrip. Therefore, the RTMP would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

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

No impact. Implementation of the RTMP would have no effect on any adopted emergency response plan or emergency evacuation plan. Because construction activities resulting from implementation of the RTMP would occur within the park, including staging construction equipment and supplies, it is unlikely that temporary road closures would be required and, thus, would not interfere with emergency access to locations within the park. Subsequent construction projects under the RTMP would implement standard construction BMPs and would maintain emergency access in and out of the park and post signage along public roadways at access points to and within the park, as necessary, notifying drivers and the public of construction activities and that heavy duty trucks might be entering and exiting the roadway. Multiple entrances from White Rock Road and Scott Road provide emergency access routes into the park. Therefore, the RTMP would not result in substantial adverse effects on existing roadways and would not interfere with an adopted emergency response plans or emergency access routes (see Section 3.15, “Transportation").

The RTMP is a management tool used to identify and prioritize future improvements to existing facilities. It will be a management tool that will be used to assess and prioritize maintenance needs and to maximize route sustainability. As such, implementation of the RTMP would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur.

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

Less-than-significant impact. As discussed in Section 3.18, "Wildfire," the park is located within areas designated as moderate fire hazard risk (CAL FIRE 2024b). Many routes and trails in the park are located in relatively remote areas where the primary vegetation type consists of grassland and oak woodland. Route and trail realignment typically occurs on segments of routes and trails adjacent to existing route and trail alignments. Expanding recreation opportunities, which includes redistributing uses and separating uses throughout the park, and adding nonmotorized recreation opportunities with implementation of the RTMP would not expose visitors to a higher risk of wildland fire than existing user groups are currently exposed.

In general, an increase in human presence to any area increases risk of wildfire. Compliance with existing state laws and implementation of SPRs and goals and guidelines in the Prairie City SVRA General Plan would help minimize potential risk of wildfire. Regarding potential ignition sources, existing state law (14 CCR Sections 4311 and 4314) prohibits use of fireworks within State Parks units and restricts smoking and campfires to designated areas. Internal combustion engines are prohibited on roads and trails designated for nonmotorized uses, with the exception to those necessary for emergency vehicle access. Increasing or decreasing the diversity of user types on qualifying State Parks route and trail facilities would not substantially change the potential for ignition of a wildland fire. In addition, all internal combustion equipment would be required to be equipped with a spark arrester maintained in effective working order when working on any forest-covered, brush-covered, or grass-covered lands, consistent with PRC Section 4442 and California Vehicle Code Section 38366. Furthermore, route and trail operation would remain consistent with the State Parks DOM requirements for visitor safety, including the unit-specific Wildfire Management Plan (State Parks 2015a). The General Plan includes goals and guidelines, such as OM Goal 3 and OM Guidelines 3.5, which would provide facilities and services that contribute to the safety and convenience of visitors by monitoring OHVs for spark arresters and by monitoring fuel handling practices. OM Guidelines 3.5 also limits fires to be contained within fire pits. Adherence to General Plan OM Guideline 3.5 would prevent accidental fire ignition and spread of wildfire to adjacent areas.

Construction activities are anticipated for new or re-routed OHV routes and new mountain bike trails, hiking trails, and camping facilities. Several SPRs designed to minimize the risk of fire ignition and maximize the effectiveness of fire suppression would be implemented. Implementation of SPRs HAZ-5 through HAZ-10 would reduce the risk of ignition associated with construction activities by requiring a Fire Safety Plan, reducing spark potential, reducing fuels, providing radio communication with CAL FIRE, and providing water trucks. Compliance with existing State laws, and implementation of SPRs HAZ-5 through HAZ-10, and General Plan Guideline OM 3.5 would minimize construction-related potential for risk of wildland fire. Therefore, the RTMP would not expose people or structures to significant hazards involving wildfires and the impact would be less than significant.

3.8.3 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts related to hazards:

- **HAZ-1:** Prior to the start of on-site construction activities, **[insert who]** will inspect all equipment for leaks and regularly inspect thereafter until equipment is removed from the project site. All contaminated water, sludge, spill residue, or other hazardous compounds will be contained and disposed of outside the boundaries of the site, at a lawfully permitted or authorized destination.
- **HAZ-2:** Prior to the start of on-site construction activities, **[insert who]** will prepare a Spill Prevention and Response Plan (SPRP) as part of the Storm Water Pollution Prevention Plan (SWPPP) for **[insert who]**

approval to provide protection to on-site workers, the public, and the environment from accidental leaks or spills of vehicle fluids or other potential contaminants. This plan will include (but not be limited to);

- a map that delineates construction staging areas, where refueling, lubrication, and maintenance of equipment will occur;
- a list of items required in a spill kit on-site that will be maintained throughout the life of the project;
- procedures for the proper storage, use, and disposal of any solvents or other chemicals used in the restoration process;
- and identification of lawfully permitted or authorized disposal destinations outside of the project site.

- **HAZ-3: [Insert who]** will develop a Materials Management Plan to include protocols and procedures that will protect human health and the environment during remediation and/or maintenance activities that cause disturbances to the native soil and/or mine and mill materials causing the potential exposure to metals and dust resulting from materials disturbances. All work will be performed in accordance with a Site Health and Safety Plan. The Materials Management Plan will include the following (where applicable):
  - Requirement that staff will have appropriate training in compliance with 29 CFR, Section 1910.120;
  - Methods to assess risks prior to starting on-site work;
  - Procedures for the management and disposal of waste soils generated during construction activities or other activities that might disturb contaminated soil;
  - Monitoring requirements;
  - Storm water controls;
  - Record-keeping; and,
  - Emergency response plan.
- **HAZ-4: [Insert who]** will set up decontamination areas for vehicles and equipment at Park entry/exit points. The decontamination areas will be designed to completely contain all wash water generated from washing vehicles and equipment. Best Management Practices (BMPs) will be installed, as necessary, to prevent the dispersal of wash water beyond the boundaries of the decontamination area, including over-spray.
- **HAZ-5:** Prior to the start of construction, **[insert who]** will develop a Fire Safety Plan for **[insert name]** approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (CDF) and local fire department(s).
- **HAZ-6:** All heavy equipment will be required to include spark arrestors or turbo chargers (which eliminate sparks in exhaust) and have fire extinguishers on-site.
- **HAZ-7:** Construction crews will park vehicles **[insert distance]** from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire.
- **HAZ-8:** State Parks personnel will have a State Park radio at the Park, which allows direct contact with CAL FIRE and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire.
- **HAZ-9:** Prior to the start of on-site construction activities, **[insert who]** will clean and repair (other than emergency repairs) all equipment outside the project site boundaries.

- **HAZ-10:** Under dry conditions, a filled water truck and/or fire engine crew will be on-site during activities with the potential to start a fire.
- **HAZ-11:** **[Insert who]** will designate and/or locate staging and stockpile areas within the existing maintenance yard area or existing roads and campsites to prevent leakage of oil, hydraulic fluids, etc. into **[insert where i.e., native vegetation, sensitive wildlife areas, creek, river, stream, etc.]**.
- **HYDRO-1:** Prior to the start of construction involving ground-disturbing activities greater than 1 acre, **[insert who]** will prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for State Parks approval that identifies temporary BMPs (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils management and a Spill Prevention and Control Plan (SPCP), as appropriate.
- **GEO-3:** **[Insert who]** will develop a rehabilitation plan for the decommissioned trail that includes using brush and trees removed from the new trail alignment for bio-mechanical erosion control (bundling slash and keying it in to fall of trail, filling damaged trails sections with soil and duff removed from the new trail alignment, constructing water bars, and replanting native trees and shrubs).

3.9 HYDROLOGY AND WATER QUALITY

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

3.9.1 Environmental Setting

Topography and Drainage

The northern portion of Prairie City SVRA ranges from 280 to 350 feet above mean sea level. The topography in the eastern portion of the SVRA is variable, with elevations ranging from 240 to 350 feet above mean sea level. The park is within the 12-digit Hydrologic Unit Code watersheds of Upper American River, Upper Morrison Creek, and Carson Creek (State Parks 2016). Two ephemeral streams and one intermittent stream flow southeasterly through the SVRA into Coyote Creek, and a third ephemeral stream runs northwesterly through

the northeast corner of the SVRA and is a tributary to Buffalo Creek. Local surface water features in the SVRA include seasonal drainages (swales, human-made ditches, and ephemeral drainages), ponds, and vernal pools. Coyote Creek is a perennial stream that originates in the bedrock hills east of Scott Road and receives runoff from a former Aerojet operations facility. Coyote Creek generally trends southward east of the park after passing under Scott Road. Coyote Creek intercepts unconfined groundwater before discharging to Deer Creek. Coyote Creek flows into Carson Creek, which is tributary to Deer Creek, a tributary to the Cosumnes River southeast of the park. The eastern portion of the park drains into Deer Creek, and the southwest portion eventually drains into Morrison Creek. The northern portion of the park drains to Buffalo Creek, a tributary to the American River.

Water Quality

A portion of Zones 1, 2, and 3 within Prairie City SVRA were formerly owned and operated by Aerojet as a rocket testing site (identified as Area 39 in Figure 2-13 in the General Plan). The site was also used as a disposal area for generated hazardous wastes, including herbicides, pesticides, and pharmaceutical-related compounds. Historical disposal methods included burning, landfilling, surface impoundment, and deep well injection. Several plumes of contaminated groundwater have been identified at the former Aerojet operations facility. The major contaminants found in the groundwater and in the area between the land surface and the water table consist of n-nitrosodimethylamine (i.e., NDMA), perchlorate, and TCE. Aerojet currently has a Groundwater Monitoring Plan in place and to address the contamination with the latest update in 2023.

Floodplains

Prairie City SVRA is not located within a Federal Emergency Management Agency designated 100-year floodplain, and is several miles from the 100-year floodplain for the American and Cosumnes Rivers. The creeks in the park are shallow; therefore, the lower elevations along these waterways could experience minor flooding during storms of a 25-year or greater intensity.

Stormwater

Prairie City SVRA does not have a separate storm sewer system to manage stormwater runoff from the park. Runoff infiltrates into the subsurface, evaporates, or flows directly into Coyote Creek or Buffalo Creek and their tributaries as surface water runoff (General Plan Figure 2-12). Several sediment basins and other water quality control BMPs are located throughout Prairie City SVRA to improve water quality and reduce sediment loads to Coyote Creek. These sediment basins, generally located south of the Prairie City Pro-Am Motocross Track (formerly referred to as the Hangtown Motocross Track) (General Plan Figures 2-6 and 2-15), were developed to capture sediment from the track and other exposed portions of the park. However, the current sediment load below the track warrants additional water quality control improvements for average and above-average storm events.

The Prairie City SVRA General Plan classifies the majority of Zone 7 (Barton) as a Stormwater Management Use Area, which is an area planned to treat stormwater runoff, improve water quality, and incorporate water quality improvement facilities and stormwater control features. The Barton Management Zone does not currently have existing public access, roads, or trails. The eastern portion of Zone 3 includes an area that is targeted for restoration activities to improve water quality in Coyote Creek. Sediment basins and ponds are located throughout the central portion of the zone. The areas along Coyote Creek and sediment basins/ponds are designated as a Stormwater Management Use Area in the Prairie City SVRA General Plan. Ephemeral drainages are dispersed throughout Zone 4. The areas along these drainages in the eastern portion of the zone are designated as a stormwater management use area in the Prairie City SVRA General Plan. Several sediment

basins and other water quality control BMPs are located throughout the SVRA to improve water quality and reduce sediment loads to Coyote Creek. BMPs include armoring drainages with riprap and sandbags and placing culverts that are designed to minimize erosion and other water quality impacts.

Water and Wastewater

An on-site well, approximately 286 feet deep, supplies water to Prairie City SVRA. Water is stored in a 500,000-gallon storage tank in the southwest portion of the SVRA near the maintenance office. Water is distributed from the tank to central points throughout the SVRA through 6-inch, 8-inch, and 14-inch water mains. Drinking fountains are supplied by 1.5-inch and 2-inch water lines, however drinking fountains are currently non-operational due to concerns about possible water contamination. Therefore, potable waterfor staff is provided by a bottled water service and visitors are instructed to bring their own potable water. No permanent sewer system exists at Prairie City SVRA. As described in Section 2.2.3, "Facilities," of the Prairie City SVRA General Plan, wastewater at Prairie City SVRA is disposed of through septic tanks and leach lines that are permitted by Sacramento County, or through vault toilets that are pumped out for off-site disposal.

Groundwater

Prairie City SVRA is located in the Sacramento Valley Groundwater Basin, South American Subbasin (Number 5-21.65). The surface area covers approximately 248,000 acres (388 square miles). The subbasin is bounded on the east by the Sierra Nevada, on the west by the Sacramento River, on the north by the American River, and on the south by the Cosumnes and Mokelumne Rivers (DWR 2004). Most of the California Department of Water Resources' South American Subbasin is located within the Central Sacramento County Groundwater Basin (Central Basin). Intensive use of groundwater over the past 60 years has resulted in a general lowering of groundwater elevations in the Central Basin. Over time, isolated groundwater depressions have grown and coalesced into a single cone of depression that is centered in the southwestern portion of the Central Basin, approximately 17 miles southwest of Prairie City SVRA. Sampling conducted within Prairie City SVRA in May 2007 found that the depth to perched groundwater (which has the potential to discharge to surface water) ranged from approximately 9 to 75 feet below ground surface, and that the median depth was 35 feet below ground surface (State Parks 2016). The variable topography affects the depths to perched groundwater. Generally, the depths to perched groundwater are greatest along the hills and ridges and shallower closer to the drainages. Near the motocross practice track, the potentiometric 1 surface contours for perched groundwater indicate a northerly to northwesterly flow direction. Southeast of that area, the contours indicate a southeasterly flow direction. The on-site drainage features appear to intercept groundwater in several locations.

Prairie City SVRA General Plan

The following policies of the Prairie City SVRA General Plan would apply to Water Quality and Hydrology:

- **IE Goal 3:** Expand understanding of ecological relationships and heighten awareness of and sensitivity to human impacts.
  - **IE Guideline 3.1:** Work with interested parties to provide education about the natural ecosystem processes at the SVRA.
  - **IE Guideline 3.2:** Provide opportunities for visitors to gain an understanding of the SVRA's diverse natural resources, including vernal pools, oak woodland, and grassland. Interpret local ecology and explain vulnerabilities of sensitive biological resources to human disturbance.

- **IE Guideline 3.3:** Highlight opportunities for OHV recreationists to minimize their impacts on natural resources through engaging, creative interpretive programming. Provide information about temporary and rotating area closures to encourage visitors to allow natural regenerative processes to occur in these areas; foster an understanding about the benefits of these closures.

- **NRM Goal 1:** Manage the SVRA for a balance of uses that allow protection and stewardship of natural resources while maintaining a quality OHV recreational experience.
  - **NRM Guideline 1.1:** Locate visitor-serving facilities in prior disturbed areas or in areas of relatively low resource value to minimize disturbance to higher value habitat areas.
  - **NRM Guideline 1.2:** Conduct site-specific surveys/mapping of sensitive biological resources (such as special-status species and sensitive habitats) before planning new visitor-serving or operations facilities, or expanding or relocating existing ones. Consider the location and extent of these resources during the planning and design process. Design the route and trail system in the northern portion of the planning area to avoid vernal pools. Avoid affecting sensitive biological resources during planning, design, and construction. Utilize fencing and other methods to exclude public access in the vernal pool management use areas and other environmentally sensitive areas, as necessary. Conduct worker environmental awareness training for construction personnel before construction.
  - **NRM Guideline 1.3:** In the event that disturbing a sensitive biological resource is unavoidable, minimize the disturbance to the minimum area necessary to achieve the project purpose. Identify and implement measures to offset impacts in consultation with a qualified biologist and the appropriate resource agencies (e.g., CDFW, USFWS, USACE, and the Central Valley RWQCB), depending on the listing or protection status of the resource.
  - **NRM Guideline 1.4:** Continue to implement the OHMVRD's Habitat Monitoring System (HMS) consistent with State Park resource management directives, and with the specific biological provisions that outline management programs for working with natural processes of vegetation succession, controlling the spread of noxious and invasive weeds, and protecting natural wildlife habitat. Use the HMS as a tool to aid in the implementation of park-specific monitoring and adaptive management, with a focus on trends in percent habitat cover, focal species distribution and abundance, and comparisons between riding and nonriding areas. When completed, incorporate use of the HMS data management system to accumulate, standardize, and analyze records of plants, animals, and habitats in the planning area and guide adaptive management.
  - **NRM Guideline 1.5:** Focus new trail development in areas of relatively low habitat value. Route new trails around the edges of high-quality habitat and include buffers to avoid habitat fragmentation. Determine the size of the buffers based on site-specific conditions and the habitat requirements of the species that may use the habitat and buffers, in communication with appropriate trustee and responsible agencies, such as CDFW, USACE, and USFWS. Where high-quality habitats being avoided are close to each other, size the buffers to provide connectivity between the habitats.

- **OM Goal 7:** Manage the SVRA for the protection of human health and ecological health based on recommendations developed in the Aerojet Feasibility Study for Area 39.
  - **OM Guideline 7.1:** Incorporate information from the Aerojet Feasibility Study for Area 39 when developing detailed plans for facilities proposed and envisioned in this General Plan. All facilities should be sited and managed to ensure that health hazards to sensitive receptors (construction workers, SVRA users and employees, and habitat/wildlife receptors) are avoided. Measures may include implementation of project-specific design measures such as modifications to area closures, enforcement

of limits on uses in identified areas, specific best management practices, monitoring, or remedial measures identified in the Feasibility Study.

- **Soils Goal 1:** Manage the SVRA for a balance of uses that allow protection and conservation of soil while maintaining a quality OH recreational experience.
  - **Soils Guideline 1.3:** Incorporate the guidance provided in the OHV BMP Manual, or subsequent or replacement document, when planning for the development of new facilities. Select, implement, and maintain BMPs, including those designed for stockpiles, during and after construction activities to avoid soil loss and the potential for resulting air pollution or degradation of water quality.
- **Water Goal 1:** Manage the SVRA for the protection of jurisdictional waters of the United States, including wetlands, and waters of the state, while maintaining a quality OHV recreational experience.
  - **Water Guideline 1.1:** Avoid locating facilities in areas delineated as jurisdictional waters of the United States, including wetlands; areas that qualify as waters of the state under the Porter-Cologne Water Quality Control Act of 1969, and areas subject to California Department of Fish and Wildlife (CDFW) regulation under California Fish and Game Code Section 1602. Where avoidance is not feasible, such as for trail crossings, design facilities to minimize impacts.
- **Water Goal 2:** Manage the SVRA for the protection of water quality while maintaining a quality OHV recreational experience.
  - **Water Guideline 2.1:** Avoid siting facilities in and immediately adjacent to riparian areas or stream corridors and within waters of the United States or the state. Stream corridors shall be managed with vegetated buffers and crossings shall be properly sited for circulation and designed to minimize erosion and other water quality impacts. Culverts or bridge crossings shall be considered in highly erosive areas. Design measures include but are not limited to:
    - armoring approaches,
    - providing sediment traps or filter areas,
    - hardening the crossing surface,
    - protecting the streambanks from vehicle backwash and overflow during flooding, and modifying super clevation (direction of tilt) such that roads and trails drain away from stream corridors.
  - **Water Guideline 2.2:** Implement BMPs in operating the SVRA, consistent with the most current water quality management prescriptions. Monitor water quality regularly and implement adaptive management practices as warranted. Adaptive management practices used may include permanent or seasonal area closures, facility redesign, and hillside restoration.
  - **Water Guideline 2.3:** Implement all water quality control measures required under the NPDES Construction General Permit before, during, and after the construction of facilities proposed and envisioned in this General Plan. Develop a SWPPP, including the identification of BMPs that must be implemented to reduce water quality degradation of receiving waters during and after has context construction activities. Incorporate construction BMPs from the OHV BMP Manual or subsequent applicable document, as appropriate.
  - **Water Guideline 2.4:** Incorporate permanent water quality control features, as appropriate when developing detailed plans for facilities proposed and envisioned in this General Plan. As appropriate to designs, incorporate information from the OHV BMP Manual and the OHMVR Soil Standard [OHMVRD Soil Conservation Standard and Guidelines] (or subsequent amendments), and the Aerojet Feasibility

Report for Area 39, which is expected to be completed in 2018 and will contain prescriptive measures designed to help reduce contaminant transport in groundwater. Select water quality control features suitable to site conditions at Prairie City SVRA and consistent with state-of-the art science on water quality management. Avoid direct discharge to receiving water bodies.

- **Water Guideline 2.5:** Improve areas that have experienced substantial erosion from surface water runoff, as determined by annual inspections, to reduce erosion and sedimentation. Implement rehabilitation concepts for these features, as appropriate.
- **Water Guideline 2.6:** Close an area to OHV use if it has been determined that the area cannot feasibly be rehabilitated or reclaimed in accordance with OHMVRD water quality management standards.
- **Water Guideline 2.7:** Prohibit recreational use of special vehicles and accessories, such as "widowmaker" tires, chained tires, or tracked vehicles, in the SVRA unless special permission is given by the District Superintendent. The District Superintendent has the authority to prohibit use of any vehicle or accessory that is inappropriate in the SVRA.

- **Water Goal 3:** Manage the SVRA to conserve water resources while maintaining a quality OHV recreational experience.
  - **Water Guideline 3.1:** Use recycled water, as available, for dust control and irrigation as allowed by water quality and health regulations and as available at the site or nearby.
  - **Water Guideline 3.2:** Manage facilities to accommodate periods of drought or low water supply. Minimize the use of water for dust control unless recycled or grey water, and continue to use alternative dust suppression methods, as necessary.
  - **Water Guideline 3.3:** Implement water conservation measures that will reduce water use by 10 percent by 2015 and 20 percent by 2020 as measured against a 2010 baseline. These measures are in accordance with Executive Order B-18-12 issued by Governor Edmund G. Brown Jr. on April 25, 2012, with the Proclamation of a State of Emergency signed on January 17, 2014. The Proclamations of Continued State of Emergency signed on April 25, 2014, and December 22, 2014, and Executive Order B-29-15 issued on April 1, 2015, impose restrictions to achieve a 25 percent reduction in potable water usage through February 28, 2016.

3.9.2 Discussion

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

Less-than-significant impact. Prairie City SVRA is located in the Sacramento Valley Groundwater Basin. *The Water Quality Control Plan for the Sacramento and San Joaquin River Basins* (Basin Plan) adopted by the Central Valley Regional Water Quality Control Board (RWQCB), establishes water quality objectives for ground and surface waters in the Central Valley region (Central Valley RWQCB 2019). The purpose of the Basin Plan is to preserve and enhance water quality and protect the beneficial uses of regional waters. The RWQCB also issues waste discharge requirements to ensure that wastewater is not discharged in a manner that would cause an exceedance of applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan.

Implementation of the RTMP would result in new or re-routed OHV routes and new mountain bike trails and facilities, hiking trails, camping facilities, and ancillary facilities such as fencing or stormwater facilities, that would require construction. Construction activities would involve ground-disturbing activities, including minor grading. These construction activities would lead to the potential for soil erosion, stormwater runoff, and

transport of sediment or soil chemical contaminants to downstream receiving water bodies. Additionally, pollutants and hazardous materials could be accidentally released to the ground surface through leaks, broken hydraulic lines, fuel spills, and other operations and maintenance practices. Such accidental releases could degrade water quality downstream if sediment-laden stormwater were to flow into tributaries to Coyote Creek and Buffalo Creek and the surrounding watersheds, as is especially possible during heavy precipitation. The soil types present in the park are moderately susceptible to water erosion and have high runoff potential. Therefore, these soil types further increase the potential for construction to degrade water quality by releasing sediment to downstream sources.

For RTMP improvements that involve 1 or more acres of ground disturbance, State Parks would be required to submit a Notice of Intent to SWRCB to obtain approval to carry out construction activities under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (Order 2022-0057-DWG). Compliance with the Construction General Permit requires State Parks to develop a project-specific SWPPP, which would identify source control, site design, and treatment-control BMPs to reduce stormwater runoff volumes and pollutants leaving the site. Erosion and sediment control BMPs identified in the SWPPP would substantially reduce the amount of soil disturbance, erosion, and sediment transport into receiving waters, and pollutants in site runoff during construction.

Implementation of the RTMP could also introduce petroleum hydrocarbons and heavy metals from off-highway vehicles. Additionally, Prairie City SVRA implements the OHV BMP Manual for Erosion and Sediment Control (State Parks 2007) which has specific BMPs to manage stormwater runoff, sediment transport, and water quality from OHV sources. State Parks would also implement General Plan Soils Guideline 1.3 and Water Guidelines 2.1 through 2.7, which require implementing the OHV BMP Manual and incorporating water quality protection measures into the design of future improvements envisioned in the RTMP. With implementation of these guidelines and through compliance with all applicable regulations and permits, implementation of RTMP would not violate any water quality standards or waste discharge requirements established by the Central Valley RWQCB or otherwise substantially degrade surface or groundwater quality. This impact would be less than significant**.**

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-than-significant impact. Implementing the RTMP would not substantially increase the amount of impervious surfaces in the park because most new facilities would be associated with native soil routes, trails and staging areas. Therefore, the RTMP would not interfere with groundwater recharge. Furthermore, vegetated buffers are proposed along stream corridors in the Coyote Gulch area, allowing for continued infiltration in those areas. The RTMP would modify the existing SVRA to reduce the acreage of off-trail riding areas, and Water Guideline 1.1 would limit new road and trail construction to avoid sensitive natural areas. Although OHV use would result in compaction of the routes and trails, the trails would not be hard surfaced, and some infiltration to ground water would still occur. As described in the General Plan, most of the park's soils have a very slow water infiltration rate (State Parks 2016). Most groundwater recharge in the park occurs through the piles of dredge mine tailings and within the on-site watercourses and drainage swales. Water Guideline 2.1 requires that new facilities not be located within or adjacent to stream corridors. As a result, improvements would not affect the areas within the park where the greatest amount of recharge occurs. Water Goal 3 and the associated guidelines direct the SVRA to be managed to conserve water resources. In addition, because the projected water use during the General Plan's planning horizon (i.e., 2030) was found to be less than the peak 2004 water demands, surplus supplies of non-potable water from the on-site well at the park would be available to meet the demands of the improvements envisioned in the RTMP, such as dust control and irrigation.

With adherence to Water Guideline 1.1, Water Guideline 2.1, Water Goal 3, and the associated guidelines, implementation of the RTMP would result in a water demand that is well within the sustainable yield of the existing groundwater basin and the capacity of the existing on-site well. Because a substantial amount of new impervious surfaces would not be created, the RTMP would not result in substantial interference with groundwater recharge. Therefore, the impact related to substantial interference with groundwater recharge would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial on- or off-site erosion or siltation;

Less-than-significant impact. The RTMP would result in new or re-routed OHV routes and new mountain bike trails, hiking trails, and camping facilities that would require construction. These trails and facilities would not be constructed through streams or rivers, and they would be constructed with appropriate BMPs to minimize the potential for erosion or siltation.

State Parks has the *OHV BMP Manual for Erosion and Sediment Control* (OHV BMP Manual) and the *Soil Conservation Standard and Guidelines* (Soil Standard) that contain goals, standards, guidelines, and BMPs designed to prevent water quality degradation (State Parks 2007, 2020a). The OHV BMP Manual contains guidelines designed to reduce erosion and control pollutant transport and would be implemented during construction activities foreseen in the RTMP. BMPs that could be used during construction activities fall into the following broad categories: erosion prevention, surface stabilization, tracking control, runoff control, sediment control, and road and trail drainage control.

In addition, the General Plan also provides goals and guidelines to ensure that future construction activities would have not increase the potential for erosion and siltation. The guidelines associated with Water Goals 1 and 2 would minimize erosion and other water quality impacts by requiring protection of water features through pre-project planning and coordination with the resource agencies. One such preplanning effort is Water Guideline 2.3, which calls for the development of a SWPPP for projects that would disturb more than 1 acre of soil as required under the NPDES Construction General Permit. The SWPPP would include BMPs to reduce water quality degradation of receiving waters by construction activities. As part of the construction contractor's SWPPP certification, crews would also have completed environmental training and would be competent to respond to rain events and accidental releases of pollutants/hazardous materials.

Therefore, by avoiding placing any facilities in existing streams per Water Goals 1 and 2 and implementing BMPs as described in the OHV BMP Manual and Water Guidelines 2.2 and 2.3, implementation of the RTMP would not result in substantial on- or off-site erosion or siltation and this impact would be less than significant.

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

Less-than-significant impact. Implementation of the RTMP would involve construction activities, which could, depending on their location, increase the amount of impervious surface that could result in an increase of surface runoff. Most improvements envisioned in the RTMP would occur in already disturbed areas developed with impervious surfaces. Implementation of the RTMP would not substantially increase the amount of impervious surfaces in the park. Further, future projects would be required to comply with BMPs consistent with the OHV BMP Manual and Water Guidelines 2.2 and 2.3. Therefore, implementation of the RTMP would not

result in flooding on- or off-site. Implementation of the RTMP would not substantially increase the rate or amount of surface runoff, and this impact would be less than significant.

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

Less-than-significant impact. Runoff infiltrates into the soil or flows into sediment basins located throughout the SVRA. Implementation of the RTMP would not contribute runoff water into an existing or planned stormwater drainage system. Implementation of the RTMP would not substantially increase impervious surface area in the park such that the quantity of runoff water would increase, or as discussed in Criterion c)(i). and (ii), above, would not create additional sources of polluted runoff. Therefore, implementation of RTMP would not 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. This impact would be less than significant.

iv) Impede or redirect flood flows?

Less-than-significant impact. Water Guideline 2.1 calls for State Parks to avoid siting new structures near stream corridors; therefore, adherence to Water Goal 2 and Water Guideline 2.1 would prevent a flooding impact on new camping facilities. No large new structures or other features are proposed under the RTMP that could impede or redirect flows. As described above in Criterion c)(i), above, the RTMP would maintain the existing draining patterns within the park and would not create impervious surfaces. Therefore, the RTMP would not alter drainage patterns in a manner that could impede or redirect flood flows. This impact would be less than significant.

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

Less-than-significant impact. The RTMP would be implemented in Prairie City SVRA, which is inland from the coast, and not in proximity to waterbodies; therefore, there is not at risk of inundation from seiche or tsunami. The nearest large body of water is Lake Natoma, which is approximately 3 miles northwest of the park and therefore well outside of the range of impact if a seiche were to occur. Prairie City SVRA is not mapped in a Dam Breach Inundation Zone (DWR 2024). Although the park is not located in a 100-year floodplain, it is subject to minor flooding along the creek banks and associated waterways at lower elevations, primarily in the south. The proposed improvements under the RTMP include new camping facilities, which may be susceptible to flooding if they are placed adjacent to creeks. The RTMP would adhere to the General Plan Water Goal 2 and Water Guideline 2.1, which avoids siting facilities in stream corridors. The trails and camping facilities proposed in the RTMP would not increase pollutants to Prairie City SVRA that would be at risk of release. Therefore, implementation of the RTMP would have a less-than-significant impact relative to risk of release of pollutants due to inundation by seiche, tsunami, or flood hazard.

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

Less-than-significant impact. As discussed in Criteria a) and b) above, implementation of the RTMP would not significantly impact surface or groundwater quality, nor would it affect groundwater recharge. Therefore, implementation of the RTMP would not result in significant water quality or groundwater quality impacts that would conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

In addition, compliance with the NPDES Construction General Permit (Order 2022-0057-DWG) and SPR HYDRO-1 requires that future improvements envisioned in the RTMP that could disturb one or more acres within the park

to prepare a SWPPP, which would be implemented to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-disturbing activities.

Because work plans have not been developed for the facilities proposed in the RTMP such as new or re-routed OHV routes and new mountain bike trails, hiking trails, and camping facilities, project level review is not considered in this document. As such, additional and subsequent environmental review will be necessary to assess potential impacts on hydrology and water quality resulting from physical changes within the park. Therefore, implementation of the RTMP would not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. This impact would be less than significant.

3.9.3 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts to water quality and hydrology:

- **HYDRO-1:** Prior to the start of construction involving ground-disturbing activities greater than 1 acre, **[insert who]** will prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for State Parks approval that identifies temporary BMPs (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils management and a Spill Prevention and Control Plan (SPCP), as appropriate.
- **HYDRO-2:** All heavy equipment parking, refueling, and service will be conducted within designated areas outside of the 100-year floodplain to avoid water course contamination.
- **HYDRO-3:** The project will comply with all applicable water quality standards as specified in the **[insert WQCB name]** Basin Plan.
- **HYDRO-4:** All construction activities will be suspended during heavy precipitation events (i.e., at least 1/2-inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast.
- **HYDRO-5:** If construction activities extend into the rainy season (**[insert dates]**) or if an un-seasonal storm is anticipated, **[insert who]** will properly winterize the site by covering (tarping) any stockpiled materials or soils and by constructing silt fences, straw bale barriers, fiber rolls, or other structures around stockpiles and graded areas.
- **HYDRO-6:** **[Insert who]** will install appropriate energy dissipators at water discharge points, as appropriate.

3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

3.10.1 Environmental Setting

Prairie City SVRA is located in unincorporated Sacramento County and near the cities of Rancho Cordova and Folsom and the unincorporated community of El Dorado Hills. It is surrounded by private land owned by Aerojet, Teichert, and Barton Ranch. Aerojet owns the property to the west and north of the SVRA (approximately 8,000 acres) and uses the property for industrial operations and aerospace and defense product testing. A ground-mounted solar electric system is located on the lands northwest of the park. The Teichert-owned property located east and south of the SVRA is used for mining. The Folsom Plan Area Specific Plan is located northeast of the park and will be the future location of residential units, commercial development, and community-serving uses (e.g., schools, open space, etc.). Two Rancho Cordova planning areas are located to the south and west and include the Grant Line West Planning Area and East Planning Area with both of these areas largely envisioned for neighborhood development.

Prairie City SVRA consists of approximately 1,344 acres of state lands, of which approximately 836 acres are currently devoted to OHV recreation. The park provides approximately 77 miles of routes and trails, which includes approximately 8 miles of routes and trails that are not currently open to public riding. Prairie City SVRA is divided into nine management units to provide a structure for implementing and organizing operations, maintenance, and natural resource management activities. The management units were identified as zones and delineated based on vegetation community differences, OHV use type, and the similar regime of routine maintenance and management needs.

The OHMVRD owns three residences, located in Zone 5, which are leased by OHMVRD staff members and their families, who benefit by living close to the SVRA (State Parks 2016).

3.10.2 Discussion

a) Physically divide an established community?

No impact. The physical division of an established community typically refers to the construction of a physical feature such as a wall, interstate highway, or railroad tracks or the removal of a means of access such as a local road or bridge that would impair mobility within an existing community or between a community and outlying areas. No established communities are located within or adjacent to the park. All RTMP related activities would

take place within the SVRA. Therefore, implementation of the RTMP would not physically divide an established community and there would be no impact.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The Prairie City SVRA General Plan includes goals and guidelines that provide an overall vision for the trail system and give broad direction for the development of a unit-wide trail management plan. The preparation of an RTMP (also called a "trail management plan" in the General Plan) was identified in the General Plan, and the RTMP tiers from the General Plan, addressing the specific recreation opportunities, safety, and circulation management issues of the park unit within the context of the General Plan goals and guidelines. The RTMP is in compliance with the General Plan because it provides specific guidance and direction for implementing the vision, purpose, goals, and guidelines of the park's approved General Plan relevant to development and management of roads and trails for OHV use (State Parks 2016). Therefore, the RTMP would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation, and no impact would occur.

3.10.3 Applicable Standard Project Requirements

There are no SPRs applicable to land use and planning.

3.11 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Noise.				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.11.1 Environmental Setting

Prior to discussing the environmental setting and applicable noise standards, the following definitions of technical noise terms referenced throughout this section are provided.

- **Equivalent Continuous Sound Level (L_{eq})**: L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013:2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period.
- **Community Noise Equivalent Level (CNEL):** CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m. (Caltrans 2013: 2-48).
- **Percentile-Exceeded Sound Level (L_x):** L_x represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10 percent of the time, and L_{90} is the sound level exceeded 90 percent of the time) (Caltrans 2013: 2-16).
- **Day-Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB "penalty" applied to sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m. (Caltrans 2013:2-48; FTA 2018).

- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013: 2-48, FTA 2018: 207-208).
- **Peak Particle Velocity (PPV):** PPV is the peak signal value of an oscillating vibration waveform. Usually expressed in inches/second (in/sec) (FTA 2018: Table 5-1).
- **Vibration Decibels (VdB)**: VdB is the vibration velocity level in decibel scale (FTA 2018: Table 5-1).

Existing Noise- and Vibration-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because of the potential for nighttime noise to result in sleep disruption. The nearest existing off-site sensitive receptors include residential neighborhoods with the nearest residences located along the intersection of White Rock Road and East Bidwell Street, approximately 2 miles northeast of the project area, as well as along Raymer Way, approximately 2 miles southwest of the project area.

Three State Parks caretaker housing units that are owned by the State Parks OHMVRD are located within the northwest portion of Prairie City SVRA, approximately 1,000 feet southeast of the Aerojet Road/White Rock Road intersection and seven offices are located in the western portion of Prairie City SVRA (State Parks 2016: 2-93). Consistent with Section 3.9.1 of the General Plan Draft EIR, the State Parks on-site caretaker housing units are not considered noise-sensitive in this analysis as they meet the criteria for a compatible use within all CNEL ranges, as defined by the Sacramento County General Plan (State Parks 2015b: 3.9-1).

Existing Noise Sources

Prairie City SVRA is located within unincorporated Sacramento County near the cities of Rancho Cordova and Folsom, and the unincorporated community of El Dorado Hills. It is surrounded by private lands used primarily for industrial use that are owned by Aerojet, Teichert, and Barton Ranch. United States Highway 50 (US 50) is located approximately 3 miles north of Prairie City SVRA and Mather Airport is located approximately 5.3 miles southwest. Primary noise sources within Prairie City SVRA include traffic along adjacent roadways, overhead aircraft activity, and ambient noise (e.g., birds chirping) (State Parks 2015b). Noise generated from the use of OHV equipment also contributes to the ambient noise in the vicinity of Prairie City SVRA.

3.11.2 Regulatory Setting

Federal

Federal Transit Administration

The Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* provides guidance in assessing noise and vibration from construction, operation, and maintenance of projects. The manual also provides general information on the potential effects and levels of vibration on people and vibration- sensitive land uses. For the purposes of providing a recognized threshold for annoyance from vibration, the vibration impacts analysis for the RTMP references the FTA threshold of approximately 80 VdB as the maximum level at which continuous vibration causes annoyance (FTA 2018:126). In terms of vibrational impacts causing damage to nearby structures, the FTA threshold of approximately 0.20 inches/second PPV is used in this analysis (FTA 2018:126).

State

Prairie City SVRA General Plan

The following guidelines included in the Prairie City SVRA General Plan are related to noise and vibration and would apply to the RTMP.

- **OM Guideline 5.2:** Require that noise levels not exceed relevant jurisdiction (county) noise standards for hourly exposure at or beyond the boundary line of the SVRA. In the SVRA, similar limits shall be strived for in areas of permanent human habitation (e.g., State Parks caretaker housing units).
- **OM Guideline 5.3:** Maintain instrumentation and trained personnel to enforce the California Vehicle Code regulation concerning excessive vehicle noise. All vehicles operating in the SVRA shall meet applicable noise limits set in the California Vehicle Code.
- **OM Guideline 5.4:** Maintain a buffer area between OHV trails at Prairie City SVRA and the on-site properties to minimize conflicts and prevent OHV use where it is not allowed. Specifically, maintain buffers of 100 feet and 50 feet from State Parks caretaker housing and on-site offices, respectively. OHV use should be limited to speeds of 15 miles per hour within 100 feet of State Parks caretaker housing and within 50 feet of offices.
- **OM Guideline 5.5:** Employ practices to reduce noise levels for noise-sensitive receptors during construction of facilities. Reduce noise generated during construction and maintenance activities by:
    - Properly maintaining equipment with noise-reduction devices in accordance with manufacturers' specifications (e.g., mufflers, shrouds, filters);
    - Using quieter than standard equipment when possible (e.g., electrically powered equipment);
    - Limiting construction activities to between 8:00 a.m. and 6:00 p.m., Monday through Saturday (excluding emergency work);
    - Restricting, when possible, equipment travel near noise-sensitive receptors, unless the equipment used would not exceed the daytime standard of 55 A-weighted decibels day-night average sound level (dBA L_{eq}) and the nighttime standard of 45 dBA L_{eq} at the property line of noise-sensitive receptors;
    - Turning off equipment during prolonged periods of non-use;
    - Restricting alarms to warn of safety issues only;
    - Using noise-attenuating shields (e.g., berms, stationary barriers, noise blankets, shrouds) when construction activities would occur over the long term or when activities take place within close proximity of on-site uses;
    - Locating equipment staging areas and material loading and unloading zones greater than 500 feet from the nearest sensitive receptor;
    - Using rubber-tired equipment as much as feasible to minimize groundborne noise; and
    - Locating any stationary noise sources (e.g., generators) within noise enclosures.
- **OM Guideline 5.6:** Subject to existing law, require mufflers that are consistent with the equipment manufacturer's specifications (original equipment or equivalent).

Local

Because Prairie City SVRA is owned and operated by the State of California, it is not subject to local ordinances or policies. However, the OHMVR Division intends to develop Prairie City SVRA in a manner that is compatible with the surrounding community. Therefore, consistent with the 2015 Prairie City General Plan EIR (State Parks 2015b: 3.9-8), local policies and ordinances are used as thresholds of significance in this analysis.

Mather Airport Land Use Compatibility Plan

The Mather Airport Land Use Compatibility Plan (ALUCP) was prepared by the Sacramento Area Council of Governments in September 2020. The ALUCP identifies the airport influence area which represents the geographic extent of the ALUCP's authority and sets forth a series of policies designed to promote compatibility between Mather Airport and the surrounding land uses. The Mather Airport ALUCP establishes that recreation vehicle parks are compatible with noise levels up to 70 dB CNEL (SACOG 2022: 4-7).

Sacramento County General Plan

The Sacramento County General Plan Noise Element includes standards and policies that address noise within the unincorporated county. County General Plan Policy NO-9 defines a significant increase in traffic noise as set forth in Table 3.11-1.

Table 3.11-1 Sacramento County Thresholds for a Significant Increase in Traffic Noise

Pre-Project Noise Environment (L_{dn})	Significant Increase
Less than 60 dB	5+ dB
60 – 65 dB	3+ dB
Greater than 65 dB	1.5+ dB

Notes: L_{dn} =day-night level; dB = decibel
Source: Sacramento County 2022b.

Sacramento County Municipal Code

Chapter 6.68 of the Sacramento County Municipal Code (County Code) addresses noise control. Section 6.68.070 of the County Code contains exterior noise standards for residential zoning districts. In recognition of ambient noise, the ordinance allows the standards set forth in Table 3.11-2 to be adjusted in 5 dB increments to encompass the ambient noise level.

Table 3.11-2 Sacramento County Noise Ordinance Residential Exterior Noise Standards

Cumulative Duration of the Intrusive Sound	Descriptor	Daytime Exterior Noise Standard (dB) (7:00 a.m. – 10:00 p.m.)	Nighttime Exterior Noise Standard (dB) (10:00 p.m. – 7:00 a.m.)
30 – 60 minutes per hour	L_{50}	55	50
15 – 30 minutes per hour	L_{25}	60	55
5 – 15 minutes per hour	L_{08}	65	60
1 – 5 minutes per hour	L_{08}	70	65
Level not to be exceeded at any time	L_{max}	75	70

Notes: dB = decibel; L_x = percentile exceeded sound level; L_{max} = maximum sound level
Table Source: Sacramento County, Noise Control Ordinance, Chapter 6.68.070.

Section 6.68.090(e) of the County Code provides exemptions to all noise regulations specified within Chapter 6.68 of the County Code. Exemptions applicable to the RTMP include:

- Noise sources associated with the construction, repair, remodeling, demolition, paving or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 6:00 a.m. on weekdays and Friday commencing at 8:00 p.m. through and including 7:00 a.m. on Saturday; Saturdays commencing at 8:00 p.m. through and including 7:00 a.m. on the next following Sunday and on each Sunday after the hour of 8:00 p.m.

Section 6.68.130 of the County Code establishes that it is unlawful for any person to operate any motorcycle or recreational off-road vehicle within the County in such a manner that the noise level exceeds the exterior noise standards specified in Section 6.68.070.

3.11.3 Discussion

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?

Less-than-significant impact. This discussion includes an analysis of short-term construction noise and long-term operational noise. Because noise standards are often regulated differently depending on the source (e.g., stationary source, transportation source), it follows that each source would be evaluated using the appropriate adopted noise source and associated methodology for analysis. Thus, significance is concluded for this resource topic based on the type of noise impact (i.e., temporary, or permanent) that could occur due to implementation of the RTMP.

Construction Noise (Temporary)

Implementation of the RTMP would introduce new recreational uses in Zone 5 and Zone 6, including motorized uses and nonmotorized uses such as mountain biking, e-biking, and hiking. Construction of the facilities envisioned in the RTMP would generate short-term, temporary, and intermittent noise. A detailed construction equipment list is not currently available as the individual projects under the RTMP are not yet designed. However, the General Plan EIR identified construction equipment that would likely be used during construction of projects within Prairie City SVRA, including a paver, backhoe, bulldozer, tractor, and various trucks (State Parks 2015b: 3.9-18). Construction equipment with substantially higher noise- and vibration-generation characteristics, such as pile drivers and blasting equipment is not anticipated to be used. The typical maximum noise levels for the various pieces of equipment that could be used during construction of projects associated with the RTMP are presented in Table 3.11-3.

Table 3.11-3 Typical Noise Levels from Construction Equipment

Equipment Type	Typical Noise Level (dBA L_{max}) at 50 feet
Backhoe	80
Dozer	85
Dump Truck	84
Paver	85
Pickup Truck	54

Notes: dBA = A-weighted decibels; L_{max} = maximum noise level; Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2018: 176.

As shown in Table 3.11-3, typical construction equipment could result in noise levels up to 85 dBA L_{max} at 50 feet. The General Plan Draft EIR determined that simultaneous operation of multiple pieces of construction equipment would combine to generate a noise level of 85 dBA L_{eq} at 50 feet from the center of construction activity (State Parks 2015b: 3.9-18). Propagating noise levels from the center of a construction site is appropriate in the field of acoustics, especially when evaluating construction noise, to account for the random pattern of noise-generating equipment moving about the site that generate different noise levels throughout the day.

Construction noise levels would exceed the County exterior residential noise standard (i.e., 55 dB) within 1,600 feet of construction activity. There are no existing off-site sensitive receptors within 1,600 feet of the park. Construction noise would attenuate to 44.9 dBA L_{eq} at the nearest off-site sensitive receptors approximately 5,050 feet northeast (i.e., residences along White Rock Road) of the park (see Appendix C for modeling details). Therefore, noise associated with construction for projects under the RTMP would not exceed the County exterior residential noise thresholds (i.e., 55 dB). Additionally, future projects associated with the RTMP would be required to comply with guidelines in the General Plan. General Plan OM Guideline 5.5 limits construction activities to Monday through Saturday between the hours of 8:00 a.m. and 6:00 p.m. Thus, construction activities associated with the RTMP would be limited to daytime hours, during which sensitive receptors are less sensitive to noise.

General Plan Guideline 5.5 would also ensure that individual projects associated with the RTMP would employ practices (e.g., using noise-attenuating shields) to reduce noise levels at noise-sensitive receptors during construction of facilities. General Plan Guideline 5.1 would also require that noise levels not exceed County noise standards for hourly exposure at or beyond the boundary line of Prairie City SVRA, thus ensuring that individual project construction would not exceed applicable noise standards or result in a substantial temporary noise increase. Furthermore, SPR N-1 would ensure that noise reduction measures (e.g., temporary or permanent noise barriers, limited construction hours) are implemented, as appropriate, to further reduce potential noise impacts at sensitive receptors. For these reasons, construction-related noise impacts would be less than significant.

Operational Noise (Permanent)

Improvement of existing trail facilities, the addition of camping facilities, and the expansion of recreational uses associated with implementation of the RTMP could increase on-site operational noise levels within Prairie City SVRA. Of these, the activities that would potentially result in substantial noise are use of OHVs on new and re-routed motorized trails and vehicular noise on local roadways associated with increased visitation. Thus, operational noise associated with expanded motorized facilities and traffic noise are addressed in this analysis.

The noise increases associated with use of the proposed motorized trails within Zone 5 (Yost) and Zone 6 (Ehnisz) were calculated using a three-dimensional acoustical model of the existing Prairie City SVRA trail system, which is based on previous on-site noise measurements and observations (CSDA 2024). The proposed new motorized trails were added to the model to calculate the expected noise levels at three locations adjacent to the SVRA (see Appendix C for additional modeling details). Per Section 6.68.070 of the County Code, operational noise associated with the use of new motorized trails would result in a significant impact if it exceeds 55 dBA L_{eq} at the nearest off-site residential sensitive receptor. The existing and "plus-project" noise levels at the nearest residential receptor are shown in Table 3.11-4.

Table 3.11-4 Modeled Existing + Project Noise Levels at Nearby Receivers

Receiver	Approximate Receiver Location	Land Use Type	Existing Noise Level (dBA)	Existing + RTMP (dBA)	Criteria (dBA)	Exceeds Criteria?
Receiver 3	Along Grant Line Road, west of the southwest corner of the SVRA	Residential	46-47	47	55	No

Notes: dBA = A-weighted decibels
Source: CSDA 2024.

As shown in Table 3.11-4, the anticipated noise levels that would result from implementation of the RTMP would not exceed the County exterior residential noise threshold of 55 dB at nearby sensitive receptors.

Additionally, the proposed motorized trails in Zones 5 and 6 could result in a 1 dBA increase over existing conditions at the nearest off-site residential receptor (i.e., Receiver 3). A 3-dB increase in noise is generally perceived as barely detectable, 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013: 2-10). The increase in noise associated with implementation of the RTMP would be below 3-dB, and therefore would be perceived as barely detectable.

Under the RTMP, approximately 22.53 acres would be developed with new nonmotorized uses (i.e., trails, campsites, day use facilities, and parking) that were not analyzed under the General Plan EIR. Implementation of the RTMP would result in approximately 49 new daily trips to the park (see Section 3.15.3[b] for additional information). A doubling of a noise source is required to result in a discernable increase in noise (i.e., 3 dB). The most recent daily traffic volume calculated for White Rock Road (i.e., the roadway that provides primary access to the park) is 10,670 (Sacramento County 2023). Therefore, the new daily trips associated with implementation of the RTMP (i.e., 49 daily trips) would not result in a doubling of traffic and thus would not result in a substantial increase (i.e., 3 dB) in noise.

All future projects associated with the RTMP would be required to comply with the General Plan. General Plan Guideline 5.2 would require that noise levels not exceed relevant noise standards for hourly exposure at or beyond the boundary line of the SVRA (State Parks 2016). Therefore, compliance with the General Plan would ensure that implementation of the RTMP would not result in a substantial increase in noise at off-site sensitive receptors. This impact would be less than significant.

Summary

As detailed above, noise levels from construction activity and operations associated with the RTMP would not exceed applicable County exterior residential noise standards (i.e., 55 dB) at nearby sensitive receptors. Future projects associated with the RTMP would be required to comply with General Plan policies such as Guideline 5.2 which would require that noise levels not exceed relevant noise standard beyond the boundary line of Prairie City SVRA (State Parks 2016). For these reasons, this impact would be less than significant.

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

Less-than-significant impact. To assess potential short-term (construction-related) and long-term (operational) vibration impacts, sensitive receptors and their relative exposure were identified. Vibration levels were determined based on methodologies, reference vibration emission levels, and usage factors from the FTA *Guide on Transit Noise and Vibration Impact Assessment Methodology* (FTA 2018).

Construction

Implementation of the RTMP would result in construction activities for improvements such as new or rerouted OHV routes, mountain bike trails, hiking trails, and camping facilities. Future construction activities associated with implementation of the RTMP could generate varying degrees of temporary groundborne vibration, depending on the specific construction activities and equipment used. As detailed under Impact 3.9-3 of the 2015 General Plan Draft EIR, construction equipment for future projects within the park would likely include a paver, backhoe, bulldozer, tractor, and various trucks (State Parks 2015b: 3.9-18). These types of common construction equipment do not generate substantial levels of ground vibration that could result in structural damage, except within relatively close distances (i.e., within 10 feet of structures).

Large bulldozers would be the most intensive type of heavy-duty equipment that could be used during projects associated with the RTMP. This equipment typically generates a ground vibration level of 0.089 in/sec PPV and 87 VdB at 25 feet (FTA 2018: 184). As detailed above, the FTA thresholds for human response to vibration and structural damage are 80 VdB and 0.20 in/sec PPV, respectively. The use of a large bulldozer would exceed these

thresholds within 43 and 15 feet of construction, respectively (see Appendix C for modeling details). There are no off-site sensitive receptors located within these distances. In accordance with SPR N-6, construction activities involving heavy equipment would not operate within 50 feet of vibration-sensitive land uses such as residential buildings, schools, hospitals, and places of worship; or within 30 feet of historically significant structures or archaeological sites. Thus, the thresholds for human response to construction vibration and structural damage would not be exceeded at any nearby noise- or vibration-sensitive receptors. Additionally, future projects under the RTMP would be evaluated for potential to cause ground vibration that would result in structural damage and human response. Therefore, construction of future projects associated with the RTMP would not expose receptors to vibration levels that could result in human annoyance or structural damage.

Operation

The RTMP does not propose any new major stationary sources of ground vibration. Although the RTMP proposes to expand motorized and nonmotorized facilities within the park (i.e., within Zone 5 and Zone 6), the additional facilities would still be located more than 100 feet from existing off-site sensitive receptors. Vibration diminishes in magnitude with increased distance, and the nearest off-site sensitive receptors are located over 1 mile away from the park. Therefore, increased OHV use would not result in human response (i.e., annoyance) at any nearby existing sensitive land uses. Additionally, individual projects associated with the RTMP would be evaluated for their compatibility with applicable vibration standards and only those that demonstrate compliance with applicable thresholds would be approved. Therefore, implementation of the RTMP would not expose receptors to vibration levels that could result in structural damage or human annoyance.

Summary

Construction activities associated with the RTMP would not involve the use of ground vibration-intensive activities such as pile driving or blasting. Pieces of equipment that generate lower levels of ground vibration (e.g., dozers and pavers) would be used during individual project construction. These types of common construction equipment do not generate substantial levels of ground vibration that could result in structural damage, except at extremely close distances (i.e., within 10 feet). In accordance with SPR N-6, construction activities involving heavy equipment would not operate within 50 feet of vibration-sensitive land uses, or within 30 feet of historically significant structures or archaeological sites. Additionally, individual projects would be evaluated through project level analysis, and only those that demonstrate compliance with applicable thresholds would be approved. For these reasons, construction and operational vibration associated with implementation of the RTMP would not result in the potential for structural damage or human response. This impact would be less than significant.

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

No impact. The project area is not located within 2 miles of a public airport, public use airport, or within 2 miles of a private airstrip. Mather Airport is the closest airport and is located approximately 5 miles southwest of Prairie City SVRA. The park is located within the Mather Airport Influence Area; however, it is not located within the Mather Airport 70 dB CNEL noise contour (i.e., the contour within which recreation vehicle parks are incompatible) and thus, would not be subject to excessive airport noise levels (SACOG 2022: Figure 4-1). Therefore, implementation of the RTMP would have no impact related to exposure to excessive airport noise levels.

3.11.4 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts related to noise:

- **N-1:** Temporary or permanent noise barriers such as berms or walls will be used, as appropriate, to reduce noise levels.
- **N-2:** Internal combustion engines used for project implementation will be equipped with a muffler of a type recommended by the manufacturer. Equipment and trucks used for Project-related activities will utilize the best available noise control techniques (e.g., engine enclosures, acoustically attenuating shields or shrouds, intake silencers, ducts, etc.) whenever necessary.
- **N-3: [Insert who]** will locate stationary noise sources and staging areas as far from potential sensitive noise receptors, as possible. If they must be located near potential sensitive noise receptors, stationary noise sources will be muffled or shielded, and/or enclosed within temporary sheds.
- **N-4:** Construction activities will generally be limited to the daylight hours, Monday – Friday. If work during weekends or holidays is required, no work will occur on those days before **[insert time]** a.m. or after **[insert time]** p.m. (check contract docs for time restrictions).
- **N-5:** No pile driving, blasting, or drilling will occur in areas that may adversely affect sensitive receptors outside the park unit.
- **N-6:** Construction activities involving heavy equipment (i.e., 50 horsepower [hp] or greater) will not operate within 50 feet of land uses that are potentially sensitive to ground vibration, including residential buildings, schools, hospitals, and places of worship. Heavy construction equipment will also not be operated within 30 feet of historically significant structures that could be vulnerable to structural damage from ground vibration, and known archaeological sites, that could be vulnerable to vibration-induced changes to stratigraphic relations of the soil layers that are important to archaeological study.

3.12 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Population and Housing. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.12.1 Environmental Setting

Prairie City SVRA is both a local recreational resource and a destination, used by locals and out of town visitors alike, but does not offer business or residential opportunities within its boundaries, beyond the recreational services offered by the park through concessions.

Park visitors primarily originate from the Sacramento metropolitan area. Approximately 86,730 reported visitors attended the SVRA from October 2022 to October 2023 for OHV recreational use and special event purposes. As noted in the General Plan, park attendance grew steadily over the years and reached its peak in 2004 with 193,330 visitors.

Prairie City SVRA currently contains three caretaker residences owned by the OHMVRD of State Parks and are located in Zone 5. The three residences are occupied by OHMVRD staff members and their families (State Parks 2016).

3.12.2 Discussion

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-than-significant impact. Implementation of the RTMP would increase recreational opportunities in Prairie City SVRA by constructing new or re-routed OHV routes, and new mountain bike trails, hiking trails, staging areas, and camping facilities. These projects would not induce population growth directly or indirectly because the projects do not propose new housing or changes to policies or regulations related to land use or residential zoning. The construction related to improving recreational opportunities in Prairie City SVRA could require a temporary increase in the number of construction workers. These types of projects are small construction projects, which would not require a large construction crew. Furthermore, construction workers would likely be from the Sacramento region and permanent, substantial relocation of workers would not be required. Therefore, implementation of the RTMP would not result in substantial population growth or employment growth at Prairie City SVRA. The impact would be less than significant.

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

No impact. Prairie City SVRA currently contains three residences occupied by State Parks staff members. Implementation of the RTMP would not displace people or housing because it would not require the removal of existing housing and would not propose changes to policies or regulations related to land use or residential zoning. Implementation of the RTMP would increase recreational opportunities in Prairie City SVRA by constructing new or re-routed OHV routes, and new mountain bike trails, hiking trails, staging areas, and camping facilities. Therefore, implementation of the RTMP would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

3.12.3 Applicable Standard Project Requirements

There are no SPRs applicable to population and housing.

3.13 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

3.13.1 Environmental Setting

Fire Protection

As described in the General Plan, State Parks provides on-site fire protection equipment consisting of a 4,000-gallon water truck, one bulldozer, and seven 6-inch fire hydrants. Additional fire protection services to Prairie City SVRA are provided by SMFD and CAL FIRE. SMFD Station 63 at 12395 Folsom Boulevard, Rancho Cordova, would be the first responder to fires at the SVRA and Station 66 at 3180 Kilgore Road, Rancho Cordova, would be the second responder. Emergency response times from Station 63 and Station 66 to Prairie City SVRA are approximately 10 minutes and 13 minutes, respectively (State Parks 2016).

SMFD Station 63 provides medical aid at Prairie City SVRA. This station is staffed with a paramedic unit. Emergency response time from Station 63 to the SVRA is approximately 10 minutes. On-site SPPOs are trained in emergency responder medical aid and typically serve as first responders to medical emergencies. Medical equipment kept on-site in law enforcement vehicles includes oxygen, trauma kits, and equipment to assess the extent of injuries, such as blood pressure gauges and stethoscopes.

CAL FIRE provides wildland fire protection at Prairie City SVRA (State Parks 2016). The El Dorado Station near Placerville is CAL FIRE's primary station for the SVRA. Emergency response time is estimated at 25 minutes. Prairie City SVRA and CAL FIRE have worked together on numerous projects such as boundary fencing and revegetation projects. In 2013, SVRA personnel worked with CAL FIRE to conduct a controlled burn in the Ecological Reserve Area.

Spark arrester provisions established by the California Public Resources Code (PRC) (OHV Program Provisions) are enforced at the park. These regulations specify that all motorcycles and ATVs operated on forest-, brush-, or grass-covered public lands must have US Forest Service–approved or equivalent spark arresters.

Prairie City SVRA's Wildfire Management Plan identifies SVRA staff responsibility for all activities related to wildland fires, and informs fire control agency staff of ownership, control features, and sensitive park resources and policy (State Parks 2015a). The SVRA has a large proliferation of OHV trails that tend to provide a fuel break in the grassland. A fuel break is maintained annually around the three residences located within the SVRA. Roadways that border the SVRA to the north (Grant Line Road), east (Scott Road), and west (main entrance road) would also likely act as firebreaks (State Parks 2016).

Police Protection

Law enforcements services are provided by State Parks peace officers (SPPOs) that patrol Prairie City SVRA during operating hours. Emergency services can be contacted by calling 911, and radio communications are available to emergency responders at the site. Emergency calls are routed through CHP or State Parks' Northern Communications Center (NORCOM) and are dispatched to CHP officers or to SPPOs from the Prairie City Sector office located on-site. During the annual springtime Hangtown Motocross Classic event, the Sacramento County Sheriff's Department assists SPPOs in managing traffic congestion. The local CHP office is notified of the event and possible traffic increases on US 50 from event spectators.

Schools

No schools exist within Prairie City SVRA. The closest schools to the park are Carson Creek Junior/Senior High School, located approximately 2.77 miles south/southwest of Prairie City SVRA, and Folsom High School, approximately the same distance to the north.

Parks

Prairie City SVRA has been used for OHV recreation since the early 1970s. The park offers a variety of terrains that provide a range of recreational opportunities to OHV enthusiasts of all ability levels. The major OHV uses include motorcycles, ATVs, 4x4 vehicles, and ROVs. The park also includes tracks for go-karts and quarter midget vehicles. Although Prairie City SVRA is mainly used for OHV recreation, it provides mountain bikers opportunities to use the park during a ten-race spring series on days when it is closed to OHV activity.

The park is host to many major OHV events. The busiest months at Prairie City SVRA occur from October through June. Major events include the annual Hangtown Motocross Classic, held in June, and the annual Visitor Appreciation Day in October. The Hangtown Motocross Classic is the largest special event held at the SVRA and has hosted up to 30,000 attendees in the past. The race is part of a national championship motocross series and is put on by the Dirt Diggers North Motorcycle Club and has been held at this location for over 40 years.

Prairie City SVRA General Plan

The following policies of the Prairie City SVRA General Plan would apply to:

- **OM Goal 3:** Provide facilities and services that contribute to the safety and convenience of visitors and staff.
    - **OM Guideline 3.5:** Prevent accidental fire ignition and spread of wildfire to adjacent areas by monitoring OH Vs for spark arresters and by monitoring fuel handling practices. Limit fires to be

contained within fire pits, noting such with signage, and provide campground facilities with fire pits for visitor use.

- **OM Guideline 3.7:** Plan and design facilities to allow ease of access for emergency personnel and to allow a clear view of visitors by State Parks peace officers (SPPOs). Locate restroom facilities in visible locations; avoid locating restroom facilities in remote locations.
- **OM Guideline 3.8:** Continue to coordinate with state and local districts and agencies for emergency response.
  OM Guideline 3.9: Ensure that supplies of emergency response materials kept on-site are adequate and easily accessible. Ensure that staff members are adequately trained in emergency response practices.

3.13.2 Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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:

Fire protection?

Less-than-significant impact. Fire protection services at Prairie City SVRA are provided by State Parks, SMFD, and CAL FIRE. Increased attendance over time has the potential to increase demand for fire protection services. Construction of the facilities envisioned in the RTMP (e.g., new or re-routed OHV routes, and new mountain bike trails, hiking trails, and camping facilities) would increase the potential for accidental fires and the need for fire suppression. New structures constructed at the SVRA would be required to incorporate California Fire Code requirements. All new facilities would be accessible using standard fire equipment, and implementation of the RTMP would not create a need for additional fire equipment and fire department personnel. Emergency access to Prairie City SVRA would continue to be provided by White Rock Road and Scott Road.

Future projects under the RTMP would adhere to General Plan OM Goal 3 and OM Guidelines 3.5, 3.7, 3.8, and 3.9, which would provide the facilities and services that would contribute to the safety of SVRA visitors and staff members. OM Guideline 3.5 provides for the prevention of accidental fire ignition and the spread of wildfire to adjacent areas through monitoring of OHVs for spark arrestors and monitoring of fuel handling practices. OM Guideline 3.7 recommends that the adequate provision for and access of emergency personnel be considered during planning for development of new facilities. OM Guideline 3.8 recommends continued coordination with state and local districts and agencies for emergency response. OM Guideline 3.9 provides that adequate, easily accessible supplies of emergency response materials are available on-site and staff members are adequately trained in emergency response practices.

Use of construction equipment in the vicinity of flammable vegetation in the park could present an increased risk of fire that could result in additional demands on CAL FIRE and local fire response teams. Any impact on services would be temporary and nothing in the RTMP would contribute to the need for an increase in the level of fire protection after construction is complete. Furthermore, integration of SPR HAZ-10 which requires developing a Fire Safety Plan prior to construction activities would ensure the impact to fire protection services would be less than significant.

Police protection?

Less-than-significant impact. SPPOs patrol Prairie City SVRA with emphasis on public use areas. SPPOs have full law enforcement authority and only require assistance from local police as backup for unusual situations. The RTMP is not growth inducing and does not include the development of new residences requiring increased police protection. Implementing the RTMP would provide additional recreational opportunities by constructing new or re-routed OHV routes, and new mountain bike trails, hiking trails, and camping facilities. These new facilities would increase the area where visitors could recreate at Prairie City SVRA. Any increase in visitation to an area could lead to the need for additional police protection services. Attendance is anticipated to increase over time due to regional population growth, potentially resulting in increased demand for security and emergency response, though this increase would occur even without implementation of the RTMP.

Security and first-responder medical aid at the SVRA is provided by SPPOs who patrol Prairie City SVRA during operating hours. Emergency services can be contacted by dialing 911, and radio communications are available to emergency responders at the site. Emergency calls are routed through the CHP or the State Parks NORCOM and are dispatched to CHP officers or to SPPOs from the Prairie City Sector office located on-site. The need for security and emergency services would likely increase slightly with implementation of the RTMP. Under typical operating conditions, however, the full-time SPPOs who currently serve Prairie City SVRA would be sufficient to meet this need. SPPOs would continue to patrol the SVRA during open hours, and would be the first to respond to security and medical emergencies. The CHP would be available on an as-needed basis. Therefore, any increase in demand for police protection services would not be substantial and would not result in the need for new or altered police protection services to accommodate the project. The impact would therefore be less than significant.

Schools?

No impact. No schools exist within the park. The RTMP is not growth inducing and does not include the development of new residences requiring increased school services. Because the RTMP would not induce population growth, the RTMP would not result in an increase in demand for educational services such that new or physically altered schools would be necessary to maintain current service levels. Because no changes would affect existing schools or require additional schools or school personnel, no impact would occur.

Parks?

No impact. The RTMP is not growth inducing and does not include the development of new residences that could require the development of new parks. Furthermore, the RTMP would result in new or re-routed OHV routes, and new mountain bike trails, hiking trails, and camping facilities within Prairie City SVRA, increasing recreational opportunities in the region. Therefore, no impact would occur.

Other public facilities?

No impact. The RTMP is not growth inducing and does not include the development of new residences. Because the RTMP would not induce population growth, the RTMP would not result in an increase in demand for other public facilities, such as libraries and community centers. No impact would occur.

3.13.3 Applicable Standard Project Requirements

There are no SPRs applicable to public services.

3.14 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.14.1 Environmental Setting

Prairie City SVRA has been used for OHV recreation since the early 1970s. Prairie City SVRA offers a variety of terrains that provide a range of recreational opportunities to OHV enthusiasts of all ability levels. The major OHV uses include motorcycles, ATVs, 4x4 vehicles, and ROVs. The park also includes tracks for go-karts and quarter midget vehicles. Although Prairie City SVRA is mainly used for OHV recreation, it provides mountain bikers opportunities to use the park during a ten-race spring series on days when it is closed to OHV activity. Prairie City SVRA plays an important role in meeting the OHV recreational needs of the local and regional community. There are many other parks and recreational facilities located in the region. The facilities located near Prairie City SVRA in Sacramento, El Dorado, and Placer Counties range from small neighborhood parks to regional recreation facilities and nature preserves. These parks provide facilities for passive and active recreation; and include picnic areas, sports fields, and hiking and equestrian trails, as well as areas that offer fishing and boating opportunities.

3.14.2 Discussion

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

Less-than-significant impact. The RTMP would not increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial deterioration would occur. Typically, this impact occurs when a project induces population growth, such as new development or a business that would necessitate a large number of new employees. Implementation of the RTMP would not include construction of new housing or commercial development. Furthermore, the number of construction workers anticipated for future projects as a result of RTMP implementation would be minimal and would not substantially increase the use of existing recreational facilities. Recreational users would be notified of temporary closures of recreation facilities in the park due to implementation of the RTMP. Per SPR BIO-7, park staff and signage would inform visitors about any temporary closures lasting longer than 3 months. Area closure signage would be posted at all route and trail access points, campgrounds, and information kiosks during maintenance or construction work, as

described in SPR BIO-7. Therefore, implementation of the RTMP would not increase the use of recreational facilities to the extent that substantial deterioration would occur. This impact would be less than significant.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less-than-significant impact. The RTMP would increase recreational opportunities in Prairie City SVRA by constructing new or re-routed OHV routes, and new mountain bike trails, hiking trails, and camping facilities. The RTMP includes improving existing public access and recreation features and maintaining the park for public use. The potential environmental effects of implementing these public access and recreation features are evaluated within this environmental document which determined that, with application of the goals and guidelines identified in the General Plan and SPR BIO-7, no significant environmental impacts would occur. Because impacts are addressed in other sections of this document, the impact here would be less than significant.

3.14.3 Applicable Standard Project Requirements

The following SPR would be incorporated into future projects that implement the RTMP to avoid impacts to recreation:

- **BIO-7:** The **[insert who]** will post information signs near project areas with restricted access or closures lasting longer than 3 months. The signs will include the following information:
  - Explanation for and description of the project; and
  - Anticipated completion date.

3.15 TRANSPORTATION

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

3.15.1 Environmental Setting

Section 3.11.1, “Existing Setting,” beginning on page 3.11-1 of the General Plan Draft EIR (State Parks 2015b) describes existing conditions related to transportation and traffic.

3.15.2 Regulatory Setting

Section 3.11.2, “Regulatory Setting,” beginning on page 3.11-6 of the General Plan Draft EIR references Section 2.7.3.8, "Transportation and Traffic Regulations," of the Prairie City SVRA General Plan (State Parks 2015b) which includes a discussion of State, regional, and local plans, policies, regulations, and laws applicable to transportation and traffic in the planning area. The discussion here provides an update of existing conditions to reflect new information available since certification of the General Plan EIR.

State

California Code of Regulations Section 15064.3

On December 28, 2018, State CEQA Guidelines Section 15064.3 was introduced to address the determination of significance for transportation impacts. This amendment mandates that transportation analyses be based on VMT rather than congestion metrics such as level of service. In December of 2018, OPR published the most recent version of the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), which provides guidance for VMT analysis. The 2018 Technical Advisory provides guidance related to screening thresholds for small projects to indicate when a detailed VMT analysis is needed or if a project can be presumed to result in a less-than-significant VMT impact. The Technical Advisory notes that projects that generate or attract fewer than 110 trips per day generally may be presumed to result in a less-than-significant transportation impact, absent substantial evidence indicating otherwise (OPR 2018).

California Fire Code

The 2022 California Fire Code, which is codified as Part 9 of Title 24 of the California Code of Regulations (CCR), incorporates by adoption the 2021 International Fire Code, and contains regulations related to construction, maintenance, access, and use of buildings. Topics addressed in the California Fire Code include design standards for fire apparatus access (e.g., turning radii, minimum widths), standards for emergency access during construction, provisions intended to protect and assist fire responders, and several other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Section 17.040.010 of the County Code adopts the 2022 California Fire Code by reference.

California State Parks Accessibility Guidelines

The California State Parks Accessibility Guidelines (Accessibility Guidelines) are a compilation based on federal and state standards developed for use internally by California State Parks. The Accessibility Guidelines are intended to be utilized in the planning and implementation of regular maintenance activities, construction projects, and in the development of new programs and special events (State Parks 2015c). The Accessibility Guidelines include standards for accessible parking spaces, curb ramps, and outdoor recreation access routes that would be applicable to projects under the RTMP.

Prairie City SVRA General Plan

The following guidelines of the Prairie City SVRA General Plan are related to transportation and would apply to the RTMP (State Parks 2016).

- **VEO Guideline 1.4:** Plan for and accommodate nonvehicular uses (e.g., mountain biking, hiking, wildlife viewing, and picnicking) in areas attractive for such use and at time and in locations that do not conflict with OHV recreation or create unsafe circumstances for visitors.
- **OM Guideline 1.5:** Coordinate with Sacramento County and the Connector [Joint Planning Authority] JPA and participate in planning efforts related to future roadway improvements.
- **OM Guideline 3.2:** Ensure that recreation areas are maintained properly and monitor for hazards. Close areas with unsafe conditions until improvements are completed; close areas with unauthorized trails and restore these areas.
- **OM Guideline 3.3:** Provide clear signage and/or fencing as appropriate around areas of known potential hazard, such as drop-offs, or restricted areas such as the environmentally contaminated areas in Area 39.
- **OM Guideline 3.6:** Design and maintain all access roads and entrances according to applicable safety standards.
- **OM Guideline 3.7:** Plan and design facilities to allow ease of access for emergency personnel and to allow a clear view of visitors by [State Park Peace Officers] SPPOs. Locate restroom facilities in visible locations; avoid locating restroom facilities in remote locations.
- **OM Guideline 3.8:** Continue to coordinate with state and local districts and agencies for emergency response.
- **OM Guideline 4.2:** Design and implement parking management plans to accommodate increased demand during special events.
- **OM Guideline 4.3:** During special events, implement traffic control and parking measures. Specific measures may include clearly defined staging and unloading areas for OHVs, designated parking areas for large vehicles and trailers, defined parking lots for regular-sized vehicles, designated emergency vehicle parking and access routes, and barricades to direct vehicles and pedestrians. Provide travel and parking information in special-event publications.

- **OM Guideline 5.4:** Maintain a buffer area between OHV trails at Prairie City SVRA and the on-site properties to minimize conflicts and prevent OHV use where it is not allowed. Specifically, maintain buffers of 100 feet and 50 feet from State Parks caretaker housing and on-site offices, respectively. OHV use should be limited to speeds of 15 miles per hour within 100 feet of State Parks caretaker housing and within 50 feet of offices.

Local

Sacramento County Code of Ordinances

Section 12.08 of the County Code establishes requirements for construction activities in County right-of-way. Section 12.08.020 requires that all projects within County right-of-way would be required to obtain an encroachment permit. Additionally, the County requires the preparation of a traffic control plan for any construction work within the road right-of-way which modifies vehicular, bicycle, and/or pedestrian traffic patterns (Sacramento County 2024).

Sacramento County Active Transportation Plan

The 2022 Active Transportation Plan for unincorporated Sacramento County is the guiding document for achieving the County's goal to build a balanced transportation system that supports and encourages active modes of travel. The Active Transportation Plan identifies existing conditions and provides policy, program, and infrastructure recommendations to improve active transportation within the unincorporated County (Sacramento County 2022c). As detailed above, in the vicinity of Prairie City SVRA, the Active Transportation Plan recommends Class II bicycle lanes along Scott Road between White Rock Road and Latrobe Road and a shared-use path along White Rock Road between Grant Line Road and the City of Folsom limits (Sacramento County 2022c).

3.15.3 Discussion

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

Less-than-significant impact. Implementation of the RTMP would result in newly constructed or re-routed OHV routes, mountain bike trails and facilities, hiking trails, staging areas, and camping facilities within Prairie City SVRA. Implementation of the recommendations in the RTMP would provide an expanded trail system and enhance the transportation network for motorized and nonmotorized uses. Recommendation Z5-6 proposes coordinating with the County to design and construct nonmotorized access improvements along White Rock Road into Zone 5 (e.g., installation of a pedestrian crossing at the intersection of White Rock Road and the main entrance road), and Recommendation Z6-7 proposes installing a new parking area and nonmotorized access route along Grant Line Road. Thus, the RTMP would enhance the roadway network for pedestrians and bicyclists by increasing connectivity (e.g., pedestrian crossing) and safety (e.g., separate nonmotorized entrance). These recommendations are consistent with General Plan Guideline VEO 1.4, which promotes planning for and accommodating nonvehicular uses in areas and locations that would not conflict with OHV recreation. Additionally, RTMP Recommendation Z5-11 proposes implementing roadway improvements to enhance traffic flow and safety at the main entrance along White Rock Road. These could include improving the turning radius into the park from White Rock Road and creating a dedicated left hand turn pocket for westbound traffic entering the main entrance road (State Parks 2024: 6-24).

As detailed in the Environmental Setting, Class II bicycle lanes are present along White Rock Road. Additionally, the Active Transportation Plan recommends Class II bicycle lanes along Scott Road between White Rock Road

and Latrobe Road, adjacent to the western frontage of Prairie City SVRA, and a shared-use path along White Rock Road between Grant Line Road and the City of Folsom limits, along the northern frontage of Prairie City SVRA. General Plan OM Guideline 1.5 requires coordination with Sacramento County related to future roadway improvements, thus ensuring that transportation projects would be consistent with applicable plans, guidelines, standards, and specifications. This would include the most recently adopted version of the Active Transportation Plan at the time of individual project consideration. Furthermore, all future projects associated with the RTMP that involve work within the County right-of-way would be required to meet County design standards and would be subject to County review to ensure that all applicable regulations are met.

As detailed in the Environmental Setting above, there are no transit or pedestrian facilities present in the vicinity of Prairie City SVRA. Therefore, implementation of the RTMP would not damage or adversely affect any existing transit, bicycle, or pedestrian facilities. For these reasons, implementation of the RTMP would result in a more integrated transportation network as compared to existing conditions. Implementation of the RTMP would neither permanently disrupt existing bicycle, pedestrian, or transit facilities, nor would it adversely affect any planned bicycle, pedestrian, or transit facilities. Therefore, the RTMP would not conflict with a program, plan, ordinance, or policy addressing bicycle, pedestrian, or transit facilities. This impact would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Less-than-significant impact. Construction and operational effects are discussed separately below**.**

Construction

Construction activities would be temporary and intermittent in nature; thus, construction activity would not result in long-term increases in vehicular trips. The number of worker trips would vary based on the project type and duration of the construction activity but, given the nature of construction activities associated with the RTMP (e.g., new or re-rerouted trails; enhancement of existing trails, access improvements), subsequent projects under the RTMP would likely not require large construction crews. Additionally, the VMT generated by construction workers would not be newly generated; instead, it is redistributed throughout the regional roadway network based on the different work sites in which workers travel to each day. Therefore, construction workers are not generating new VMT each day, only redistributing it. Furthermore, due to the temporary nature of construction activities associated with implementation of the RTMP, when construction work is completed, construction-related vehicle trips would cease and VMT levels would return to pre-existing conditions. For these reasons, construction activities associated with the RTMP are not expected to significantly increase VMT in the region and the VMT impact related to construction would be less than significant.

Operations

As described in Section 2.9, “Visitation to Prairie City State Vehicular Recreation Area,” the RTMP would not result in additional visitation for motorized recreation because the RTMP would redistribute existing OHV uses and the layout of OHV facilities has not been the primary determinant of the timing or amount of visitation. The RTMP would include new nonmotorized uses that could generate additional visitation that was not proposed in the Prairie City SVRA General Plan, and therefore not analyzed, in the associated EIR. As detailed in Section 2, “Project Description,” the RTMP area consists of 1,344 acres of state lands, of which approximately 836 acres are currently open for OHV recreation. Of those 1,344 acres, approximately 22.5 acres would be developed with new nonmotorized uses (i.e., trails, campsites, day use facilities, and associated parking) that were not analyzed under the Prairie City SVRA General Plan EIR. The number of new trips that would be generated by these new

nonmotorized uses was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th edition (ITE 2021).

The ITE Trip Generation Manual (11th edition) provides weekday, Saturday, and Sunday average daily trip generation rates for the land use category "Public Parks" (ITE Land Use Code 411). As detailed in the ITE Trip Generation Manual (11th Edition), public parks are defined as being owned and operated by a municipal, county, state, or federal agency, and could include boating or swimming facilities, beaches, hiking trails, ball fields, soccer fields, campsites, and picnic facilities. Table 3.15-1 shows the weekday, Saturday, and Sunday daily trip generation rates for the "Public Parks" land use category.

Table 3.15-1 Trip Generation Rates for New Nonmotorized Uses Proposed by the RTMP

Land Use	ITE Land Use Code	Quantity	Weekday Daily Trip Rate	Saturday Daily Trip Rate	Sunday Daily Trip Rate
Public Parks	411	Acres	.78	1.96	2.19

Source: ITE Trip Generation Manual 2021.

To provide a conservative estimate of the number of average daily trips potentially generated by the project, the highest daily trip rate from Table 3.15-1 (i.e., Sunday daily trip rate) was utilized for the purposes of this analysis. Therefore, based on the Sunday daily trip rate shown in Table 3.15-1 above, the RTMP is estimated to generate approximately 49 trips per day from new nonmotorized uses. Because the project would generate fewer than 110 trips per day the screening threshold for small projects as detailed in the OPR Technical Advisory would not be exceeded. Thus, operational activities would not substantially increase VMT in the region.

Summary

Construction activities associated with implementation of the RTMP would be temporary and intermittent in nature; thus, construction would not result in long-term increase in vehicular trips. Additionally, the trips generated by construction personnel would not be newly generated; instead, trips would be redistributed throughout the regional roadway network based on the different construction sites in which workers travel to each day. New visitation resulting from implementation of the RTMP would generate fewer than 110 daily trips; thus, the project meets the screening criteria established in the OPR Technical Advisory to recognize that small projects do not cause a significant impact. For these reasons, the RTMP would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3, and the impact would be less than significant.

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

Less-than-significant impact. The RTMP impacts related to transportation during construction and operations are detailed below.

Construction

Implementation of the RTMP would include the construction of new or re-routed OHV routes, mountain bike trails, hiking trails, and camping facilities within Prairie City SVRA. Construction associated with the RTMP would be intermittent, temporary, limited in scale (e.g., new, or re-routed routes or trails), and would primarily occur within the park boundary other than proposed roadway improvements surrounding Prairie City SVRA. RTMP Recommendation Z5-11 proposes implementing roadway improvements (e.g., improving the turning radius into the park, creating a dedicated left hand turn pocket) to enhance traffic flow and safety at the main entrance along White Rock Road, and RTMP Recommendation Z6-7 proposes installing a new parking area and nonmotorized access route along Grant Line Road along the southwestern frontage of Prairie City SVRA. In

compliance with General Plan OM Guideline 3.6, all future projects that could alter access points or roadways would be designed and maintained according to applicable safety standards.

To comply with SPR TRAN-1, prior to individual project construction activities, a construction traffic management plan (CTMP) would be prepared to reduce potential safety impacts. Measures included in the CTMP could include construction signage, flaggers for lane closures, construction schedule and/or delivery schedule restrictions, etc. The CTMP would be submitted to the local Public Works Department for approval ensuring that the implementation of RTMP projects would not substantially increase transportation hazards during construction activities.

Additionally, an encroachment permit would be required for any construction work that would occur within public right-of-way (Sacramento County 2023). Per Section 12-4.02 of the County Standard Construction Specifications, the preparation and implementation of a traffic control plan would also be required for all construction work performed within the road right-of-way that modifies vehicular, bicycle, and/or pedestrian traffic patterns (Sacramento County 2016). Each traffic control plan is required to be developed in accordance with the latest version of the California Manual on Uniform Traffic Control Devices, which ensure the provision of reasonably safe and effective movement of all roadway users in a traffic control area (Sacramento County 2016). For these reasons, the RTMP would not substantially increase transportation hazards during construction of individual projects.

Operations

Following individual project construction, operation and maintenance activities would consist of routine inspection and maintenance activities. These activities already occur under existing conditions; therefore, there would be no impact related to these types of operational activities. Additionally, compliance with General Plan OM Guidelines 3.2 and 3.3 would ensure that facilities are properly maintained and closely monitored for potential hazards.

As detailed in the Prairie SVRA General Plan EIR, large and small events at the park can result in increased traffic and a higher proportion of larger vehicles (e.g., motor homes and vehicles towing trails) on the roadway network (State Parks 2015b: 3.11-18). Implementation of the RTMP would not introduce new vehicle types accessing the project area during these events and thus would not result in substantially increased transportation hazards related to the movement of these vehicles. Additionally, in compliance with General Plan OM Guideline 4.3, traffic control and parking measures (e.g., defined unloading areas for OHVs, barricades to direct vehicles and pedestrians) would be implemented during special events to reduce the potential for transportation hazards. Furthermore, as detailed in Section 2, Project Description," subsequent projects under the RTMP, outside of standard activities that are commonly carried out, would be required to undergo project-level environmental review ensuring individual projects would not result in unsafe conditions. For these reasons, implementation of the RTMP would not substantially increase transportation hazards during operations.

Summary

Projects associated with the implementation of the RTMP would be required to meet all applicable design and safety standards as well as comply with General Plan guidelines and SPRs. Additionally, subsequent projects under the RTMP would be subject to project level environmental review. Therefore, the RTMP would not substantially increase hazards due to a design feature or incompatible uses. This impact would be less than significant.

d) Result in inadequate emergency access?

Less-than-significant impact. The RTMP would comply with all applicable emergency access standards set forth in the California Fire Code, as codified as Part 9 of Title 24 of the CCR, including California Fire Code Chapter 33

Section 3311.1 that provides standards for emergency vehicle access during construction. Implementation of SPR HAZ-5 would require future projects to develop a fire safety plan prior to construction activities to ensure impacts to fire protection services are avoided. Additionally, subsequent projects under the RTMP would be consistent with General Plan OM Guideline 3.6 that requires that the design and maintenance of all access roads and entrance roads comply with applicable safety standards, and General Plan OM Guideline 3.8 that ensures continued coordination with local and state districts and agencies for emergency response (State Parks 2016). Additionally, subsequent projects developed under the RTMP would be subject to project level environmental review ensuring emergency access is maintained during construction and provided during operations. Therefore, implementation of the RTMP would not result in inadequate emergency access. This impact would be less than significant.

3.15.4 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts related to transportation:

- **HAZ-5:** Prior to the start of construction, **[insert who]** will develop a Fire Safety Plan for **[insert name]** approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (CDF) and the local fire department(s).
- **TRAN-1:** Prior to initiating construction activities the construction manager will have a Construction Traffic Management Plan (CTMP), prepared by a qualified professional, that will provide measures to reduce potential traffic obstruction or service level degradation at affected traffic facilities. The scope of the CTMP will depend on the type, intensity, and duration of the specific construction activities associated with each qualifying project under the Process. Measures included in the CTMP could include (but are not be limited to) construction signage, flaggers for lane closures, construction schedule and/or delivery schedule restrictions, etc. The CTMP will be submitted to the local Public Works Department.

3.16 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Tribal Cultural Resources.				
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?		☐ Yes	☒ No	
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

3.16.1 Environmental Setting

Ethnographic Setting

Prairie City SVRA and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the region. Human burials outside of formal cemeteries often occur in precontact contexts. Areas of high sensitivity for tribal cultural resources are located within close proximity to the Sacramento and American rivers and other watercourses.

The park is located in the traditional Native American territory of the Nisenan, or Southern Maidu. The Nisenan are the southernmost linguistic group of the Maidu Penutian language family. Three Nisenan dialects are recognized: Northern Hill, Southern Hill, and Valley Nisenan. The territory associated with Valley Nisenan speakers extended from the location of present-day Old Sacramento to the crest of the Sierras and includes the park. Valley Nisenan settlements were located on low, natural rises along streams and rivers or on gentle, south-facing slopes. Populations within the settlements are estimated to have varied from 15 or more for smaller occupation sites and satellite villages, and up to 500 or more in large villages.

Although acorns were a staple food collected in the fall and then stored in granaries, Valley Nisenan also relied on a wide range of abundant natural resources. Large and small mammals, such as pronghorn antelope, deer, tule elk, black bears, cottontails, and jackrabbits, among other species, were hunted by individuals or by communal effort. Game birds, waterfowl, and fish, particularly salmon, were also important components of the Nisenan diet. In addition to acorns, plant resources included pine nuts, buckeye nuts, berries, grass seeds, herbs, and underground tubers. To procure these resources, Valley Nisenan employed a variety of tools, implements, and enclosures for hunting, collecting, and processing natural resources. The bow and arrow, snares, traps, nets, and enclosures or blinds were used for hunting land mammals and birds. For fishing, they made canoes from tule, balsa, or logs, and used harpoons, hooks, nets, and basketry traps. To collect plant resources, sharpened digging sticks, long poles for dislodging acorns and pinecones, and a variety of basketry such as seed beaters, burden baskets, and carrying nets, were utilized. Foods were processed with a variety of tools, such as bedrock mortars, cobblestone pestles, anvils, and portable stone or wooden mortars that were used to grind or mill acorns and seeds. Additional tools and implements included knives, anvils, leaching baskets and bowls, woven parching trays, and woven strainers and winnowers.

Another key component of Valley Nisenan life was their participation in an extensive east-west trade network between the coast and the Great Basin. From coastal groups marine shell (Olivella and Haliotis) and steatite moved eastward, while salt and obsidian traveled westward from the Sierras and Great Basin. Basketry, an important trade item, moved in both directions.

The traditional culture and lifeways of the Valley Nisenan and Nisenan in general were disrupted beginning in the early 1800s. Although Spanish explorers entered their territory as early as 1808, there is no record of the forced movement of any Nisenan to the missions, at least no evidence similar to that recorded for the neighboring Plains Miwok. Regardless, Valley Nisenan and other Indigenous peoples were affected by land grant settlements and devastated by foreign disease epidemics that swept through the densely populated Central Valley. In particular, an epidemic presumed to be malaria, swept through the Sacramento Valley in 1833, wiping out entire villages and causing the death of an estimated 75 percent of the Valley Nisenan population. Not long after in 1839, Captain John Sutter settled into the area and conscripted many of the surviving local Indigenous peoples to work for him at his fort and various other endeavors.

As the 19th Century advanced, additional impacts to Valley Nisenan traditional lifeways resulted from the California Gold Rush in 1849. As a steady influx of non-native people exploited their lands and wasted their resources, many lifeways of the Valley Nisenan, as well as neighboring groups, were irretrievably interrupted. As a result, surviving Valley Nisenan either retreated to the foothills and mountains, or became domestics and laborers for the expanding ranching, farming, and mining industries.

Despite these major and devastating historical setbacks, today many Native Americans in the vicinity of the park are maintaining traditional cultural practices. Sometimes supported by thriving business enterprises, Tribal groups maintain governments, historic preservation programs, education programs, cultural events, and numerous other programs that sustain a vibrant culture (Ascent 2024).

Tribal Consultation

AB 52, signed by Governor Edmund G. Brown, Jr., in September 2014, established a new class of resources under CEQA: “tribal cultural resources.” AB 52, as provided in Public Resource Code Sections 21080.3.1, 21080.3.2, and 21082.3, requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration.

Native American tribes were contacted on January 4, 2024. Tribal contacts included Colfax-Todds Valley Consolidated Tribe Cultural Preservation Department; Gene Whitehouse, Chairperson, United Auburn Indian Community of the Auburn Rancheria; Pamela Cubbler, Vice Chairperson, Colfax-Todds Valley Consolidated Tribe; Grayson Coney, Cultural Director, Tsi Akim Maidu; Regina Cuellar, Chairperson, Shingle Springs Band of Miwok Indians; Anthony Roberts, Chairperson and Yvonne Perkins, THPO, Yocha Dehe Wintun Nation; Cosme Valdez, Chairperson, Nashville Enterprise Miwok-Maidu-Nishinam Tribe; Steve Hutchason, Wilton Rancheria; Sara Dutschke, Chairperson, Ione Band of Miwok Indians; Jesus Tarango, Chairperson, Wilton Rancheria; Lloyd Mathiesen, Chairperson, Chicken Ranch Rancheria of Me-Wuk Indians; Dahlton Brown, Director of Administration, Wilton Rancheria; and Rhonda Morningstar Pope, Chairperson, Buena Vista Rancheria of Me-Wuk Indians. No responses were received. Therefore, no consultation occurred under AB 52 and no tribal cultural resources were identified.

Departmental Notices

Native American Consultation Policy and Implementation Procedures (2007-05)

This Departmental Notice is to set forth the Department's policy for consultation with Native California Indians regarding activities that affect matters relating to their heritage, sacred sites, and cultural traditions. Prior to implementing projects or policies that may have impacts to Native California Indian sites within the State Park System, the Department will actively consult with local Native California Indian tribes regarding the protection, preservation and/or mitigation of cultural sites and sacred sites in the State Park System. Consultation between local Native California Indian tribes and California State Parks is required in the following nine areas of activity: 1) acquisition of properties where cultural sites are present; 2) during the General Plan process and/or development of Management Plans; 3) planning, design, and implementation of capital outlay and other public works and development projects; 4) issues of concern identified by the tribes; 5) plant and mineral gathering by Native people; 6) access to Native California Indian ceremonial sites; 7) archaeological permitting; 8) mitigation of vandalism and development of protective measures at Native California Indian sites; and 9) when using the Native voice in presenting the story of Native California Indian people in park units.

Prairie City SVRA General Plan

The following policies of the 2016 Prairie City SVRA General Plan are applicable to Tribal Cultural Resources:

- **CR Goal 1:** Preserve and protect cultural resources.
    - **CR Guideline 1.5:** Issue collecting permits that allow Native Americans requesting access into the SVRA for the purpose of gathering plant resources. Issuance of these permits allows State Parks to track the type and amount of material collected. Incorporate native plants of value to the Native American community and appropriate to the native plant habitats found on-site into restoration efforts.

3.16.2 Discussion

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less-than-significant impact. As noted above, State Parks sent AB 52 notification letters to 15 tribal representatives. No tribes responded to the notification letters and consequently no tribal cultural resources were identified within the park. However, tribal cultural resources are known to occur in the vicinity of the park and could still be discovered as part of future projects. Individual projects under the RTMP would be required to comply with PRC Section 21080.3.2 and Section 21084.3(a) and State Park's continuing notification of affiliated tribes of all projects (consistent with the State Parks DOM and Departmental Notice 2007-05) would result in avoiding or minimizing the disturbance of tribal cultural resources, and to appropriately treat any tribal cultural resources that are discovered.

Additionally, future projects proposed under the RTMP would adhere to General Plan CR Goal 1 and CR Guideline 1.5. CR Guideline 1.5 issues collecting permits that allow Native Americans requesting access into the SVRA for the purpose of gathering plant resources. Future projects would also comply with SPR CUL-8. SPR CUL-8 pertains to incorporating Native American monitors during project work. Therefore, this impact would be less than significant. Individual projects would also implement SPR GEN-5, which will require State Parks cultural resources staff involvement in project design and planning that would help support meeting requirements, as applicable, for conducting cultural resources records searches and surveys that would inform design of projects to avoid tribal cultural resources.

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

Less-than-significant impact. See discussion in Criterion a), above. For the same reasons described above, this impact would be less than significant.

3.16.3 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts to Tribal Cultural Resources:

- **GEN-5:** State Parks resource specialist staff, such as cultural resource specialists and biological resource specialists, will be involved in the project conceptualization, design, and planning process for projects at Prairie City SVRA and will provide support in defining resource protection features for projects.
- **CUL-8: [insert who]** will review and approve monitoring of subsurface disturbance by a Native American monitor.

3.17 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.17.1 Environmental Setting

Prairie City SVRA has various easements primarily for utility providers, such as Pacific Gas and Electric Company (PG&E) and Sacramento Municipal Utility District (SMUD), to allow transmission lines to run through the park and to maintain electric poles (State Parks 2016).

Electricity is supplied to Prairie City SVRA by SMUD. Two high-voltage transmission lines with lattice steel towers cross northeast to southwest in the western portion of the SVRA. The third line passes north to south over the eastern portion, crossing over the Prairie City Motocross Track and 4x4 areas. The on-site distribution system, which consists of a 12-kilovolt line, provides electrical power for the administration buildings, water pumping requirements, security lighting, and lighting for the intermediate track and the quarter midget track (State Parks 2016).

Telecommunications

Telephone service is currently provided to Prairie City SVRA by AT&T. Wi-Fi Internet service is provided via NORCOM and its accompanying tower. Cable television service is not available at the SVRA (State Parks 2016).

Stormwater

See Section 3.9, "Hydrology and Water Quality" for a description of stormwater within Prairie City SVRA.

Water and Wastewater

See Section 3.9, "Hydrology and Water Quality" for a description of water and wastewater within Prairie City SVRA.

Solid Waste

Prairie City SVRA generates an estimated one-half pound of solid waste per visitor per day (State Parks 2016). Solid waste disposal is provided by Waste Management, which has a large network of recycling facilities, transfer stations, and landfills. The Kiefer Landfill and the North Area Recovery Station are used under special circumstances when large pieces of refuse need to be removed from the SVRA (State Parks 2016).

Prairie City SVRA General Plan

The following policies of the 2016 Prairie City SVRA General Plan would apply to utilities:

- **OM Goal 1:** Provide sustainable visitor services and infrastructure that encourage responsible visitor use of Prairie City SVRA and meet visitor needs.
  - **OM Guideline 1.1:** Provide utilities to meet the daily needs of staff members and visitors for existing facilities and new ones envisioned in this General Plan.
  - **OM Guideline 1.2:** Investigate and implement the use of solar and other innovative and renewable technologies to provide electricity at the SVRA.
  - **OM Guideline 1.3:** Promote opportunities to incorporate sustainability into SVRA development, operations, and maintenance. Sustainability initiatives could include supporting and encouraging the use of electric vehicles, promoting energy efficiency, using reclaimed water, and applying energy efficiency and green building standards to new construction and other initiatives that may be developed in the future.

3.17.2 Discussion

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

Less-than-significant impact. Implementation of the RTMP would not result in the expansion of the existing wastewater treatment facilities or the construction of new facilities. Some alterations of existing drainage patterns could occur as part of subsequent projects to improve route or trail sustainability consistent with the RTMP. However, any alteration to the overall drainage patterns would be minimal, with little, if any changes in total stormwater runoff. The RTMP would not result in the expansion of the existing stormwater facilities or the construction of new facilities.

Construction of the new facilities envisioned in the RTMP (e.g., camping facilities) could increase demand for electricity, telephone services, and related infrastructure. However, these new facilities would be small in scale

and would not substantially increase electrical demand in SMUD's service area. Future electrical demand for the facilities envisioned under the RTMP would be evaluated during subsequent project-level reviews.

In addition, the 2016 Prairie City SVRA General Plan includes goals and guidelines, such as OM Goal 1, OM Guideline 1.1, OM Guidelines 1.2, and OM Guideline 1.3, which the RTMP would adhere to, ensuring that implementation of the RTMP would not result in the need for new or expanded utility services and infrastructure of which could cause significant environmental effects. This impact would be less than significant.

b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-significant impact. Implementation of the RTMP would not require permanent or ongoing use of existing water supplies. Implementation of the RTMP would result in new or re-routed OHV routes, and new mountain bike trails, hiking trails, and camping facilities. State Parks would continue to provide water from the on-site well and 500,000-gallon storage tank located in the southwest corner of the SVRA near the maintenance office, as described in the General Plan. Water is distributed from the storage tank to central points throughout the park. The General Plan determined that, even with development of facilities addressed by the plan, water demand for Prairie City SVRA would remain well within the capacity of the existing on-site groundwater well. Furthermore, it is anticipated that visitors and staff would continue to bring their own drinking water until such time that the groundwater is determined to be safe for consumption.

Detailed work plans for future route and trail segments and camping facilities will be prepared at the time when funding is available. Therefore, subsequent environmental review will be required to assess potential impacts on water supplies resulting from the in new or re-routed OHV routes, and new mountain bike trails, hiking trails, and camping facilities.

In addition, the RTMP would adhere to General Plan Water Goal 3 and associated guidelines (See Section 3.9.1 "Environmental Setting" in Section 3.9 "Hydrology and Water Quality") which would ensure that future improvements at Prairie City SVRA would conserve water resources. Water Guideline 3.1 supports the use of recycled water for dust control and irrigation, as allowed by water quality and health regulations and as available at the site or nearby. Water Guideline 3.2 recommends management of facilities to accommodate periods of drought or low water supply, by restricting the use of water for dust control and calling for the use of alternative dust suppression methods, as necessary. Water Guideline 3.3 recommends implementing water conservation measures to reduce water use by 20 percent by 2020 in accordance with Executive Order B-18-12. OM Guideline 6.1 recommends various actions to minimize fugitive dust emissions during maintenance activities. Adhering to these guidelines would minimize the use of water for dust suppression. In addition, OM Guideline 6.5 recommends that event sponsors and/or staff members implement various actions to reduce the release of fugitive dust during special events, which would minimize the use of water for dust suppression.

With adherence to these General Plan guidelines, implementation of the RTMP would not result in insufficient water supplies being available to serve the park during normal, single-dry, or multiple dry years. This impact would be less than significant.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

Less-than-significant impact. Implementation of the RTMP would not involve development of residential communities or other non-residential development or induce population growth in an area that would increase demand for wastewater treatment. Implementation of the RTMP would result in new or re-routed OHV routes, and new mountain bike trails, hiking trails, and camping facilities. Wastewater at Prairie City SVRA is disposed of

through septic tanks and leach lines that are permitted by Sacramento County, or through vault toilets that are pumped out for off-site disposal. Future increases in the number of visitors would result in increased usage of existing restrooms. Improvements envisioned in the RTMP such as the new camping facilities could require additional restrooms. As discussed in Section 3.6, "Geology and Soils," soils in the park would be unsuitable for traditional septic systems. The RTMP would adhere to Geo Guidelines 1.1 and 1.2 in the Prairie City SVRA General Plan, which recommend that restroom facilities be designed by a California-registered civil engineer to use wastewater containment systems to avoid the need for soil percolation of wastewater. In addition, new septic systems and vault toilets would comply with the requirements outlined in Chapter 6.32 of Title 6 of the Sacramento County Code as described in Section 2.7.3.9, ”Public Services Regulations," of the Prairie City SVRA General Plan. This ordinance establishes and regulates standards for design, construction, installation, operation, and maintenance of on-site facilities and ensures compliance with applicable standards, laws, and guidelines as adopted and/or modified by SWRCB and the Central Valley RWQCB.

With adherence to the General Plan guidelines identified above and with Chapter 6.32 of Title 6 of the Sacramento County Code, implementation of the RTMP would not exceed wastewater treatment requirements of the SWRCB and the Central Valley RWQCB or result in the construction of new or expanded regional wastewater treatment facilities. This impact would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-significant impact. See discussion under Criterion e), below.

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

Less-than-significant impact. Implementation of the RTMP would not involve development of residential communities or other non-residential development or induce population growth in an area that would generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. However, implementation of the RTMP would result in increased generation of solid waste due to the increase in visitation to the park, which was anticipated over time in the General Plan. Solid waste is transported to the Kiefer Landfill, which is anticipated to continue operating until 2080 (CalRecycle 2024). The General Plan EIR found that the Kiefer Landfill has sufficient capacity to meet Prairie City SVRA’s future needs for solid waste disposal. Furthermore, the RTMP would comply with all federal, State, and local statutes and regulations as they relate to solid waste. Therefore, the impacts here would be less than significant.

3.17.3 Applicable Standard Project Requirements

There are no SPRs applicable to utilities and service systems.

3.18 WILDFIRE

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

3.18.1 Environmental Setting

While all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (PRC 4201-4204 and Government Code 51175-89). When development spreads into less densely populated, often hilly areas, it increases the number of people living in areas that are prone to wildfire.

Fire prevention areas considered to be under State jurisdiction are referred to as SRAs. Prairie City SVRA is located within a SRA (CAL FIRE 2024a). CAL FIRE has mapped FHSZs for the entire State. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: Moderate, High, and Very High. According to CAL FIRE's Fire Resource Assessment Program FHSZ Geographic Information System data, the park is not located within a Very High FHSZ; however, it is located within areas designated as moderate fire hazard risk and adjacent to areas designated as high fire hazard risk immediately east of the park (CAL FIRE 2024b).

State Parks provides on-site fire protection equipment consisting of a 4,000-gallon water truck, one bulldozer, and seven 6-inch fire hydrants. Additional fire protection services to Prairie City SVRA are provided by SMFD and CAL FIRE. SMFD Station 63 at 12395 Folsom Boulevard, Rancho Cordova, would be the first responder to fires at the SVRA and Station 66 at 3180 Kilgore Road, Rancho Cordova, would be the second responder. Emergency response times from Station 63 and Station 66 to Prairie City SVRA are approximately 10 minutes and 13 minutes, respectively (State Parks 2016). The El Dorado Station near Placerville is CAL FIRE's primary station for the SVRA and emergency response time is estimated at 25 minutes (State Parks 2016).

Regional emergency access to Prairie City SVRA is provided via US 50, while direct access is provided via Prairie City Road and White Rock Road. The main entrance (Gate 1) is approximately one mile west of the White Rock Road and Prairie City Road intersection. A special-event entrance (Gate 4) can also provide emergency access from Scott Road just south of the intersection with Prairie City Road. Secondary access (Gate 5) is provided from Scott Road at the southeast corner of the Prairie City Pro-Am Track. Prairie City SVRA is dominated by open terrain that is accessible by law enforcement vehicles and most emergency response vehicles.

Prairie City SVRA's Wildfire Management Plan identifies SVRA staff responsibility for all activities related to wildland fires, and informs fire control agency staff of ownership, control features, and sensitive park resources and policy (State Parks 2015a). The park has a large proliferation of OHV trails, which tend to provide a fuel break in the grassland. A fuel break is maintained annually around the three residences located within the SVRA. Roadways that border the SVRA to the north (Grant Line Road), east (Scott Road), and west (Main Park Road) would likely act as firebreaks (State Parks 2015a). Multiple entrances from White Rock Road and Scott Road provide emergency access routes into Prairie City SVRA.

Prairie City SVRA General Plan

The following policies of the 2016 Prairie City SVRA General Plan would apply to wildfire:

- **OM Goal 3:** Provide facilities and services that contribute to the safety and convenience of visitors and staff.
    - **OM Guideline 3.5:** Prevent accidental fire ignition and spread of wildfire to adjacent areas by monitoring OHVs for spark arresters and by monitoring fuel handling practices. Limit fires to be contained within fire pits, noting such with signage, and provide campground facilities with fire pits for visitor use.
    - **OM Guideline 3.7:** Plan and design facilities to allow ease of access for emergency personnel and to allow a clear view of visitors by State Parks peace officers (SPPOs). Locate restroom facilities in visible locations; avoid locating restroom facilities in remote locations.
    - **OM Guideline 3.8:** Continue to coordinate with state and local districts and agencies for emergency response.
      OM Guideline 3.9: Ensure that supplies of emergency response materials kept on-site are adequate and easily accessible. Ensure that staff members are adequately trained in emergency response practices.

3.18.2 Discussion

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

No impact. Prairie City SVRA is located within a SRA, located on lands classified as moderate FHSZ. Implementation of the RTMP would increase recreational opportunities in Prairie City SVRA by constructing new or re-routed OHV routes, and new mountain bike trails, hiking trails, staging areas, and camping facilities, which

could alter existing roadways that serve as emergency access routes. Prairie City SVRA is dominated by open terrain that is accessible by most emergency response vehicles.

State Parks policies provide protocols for the various aspects of park operations, including fire management planning. The Wildland Fire Management component (Section 0313.2.1.1) of the Natural Resources section of the State Parks Department Operations Manual identifies the Wildland Fire Management Policy, which requires preparation of a Wildfire Management Plan for each Department-operated unit that may experience wildland fires (State Parks 2004).

Wildfire Management Plans provide requisite information for managing wildfire events, and include information concerning the location of sensitive park resources, facilities, water supplies, and existing roads. The RTMP is a management tool used to identify and prioritize future improvements to existing facilities. As such, implementation of the RTMP would not affect implementation of the Wildland Fire Management Plan for the park unit, nor for any adopted emergency response plan or emergency evacuation plan that may exist in the vicinity of the park. Therefore, there would be no impact.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-than-significant impact. With regard to potential ignition sources, existing State law (14 CCR Sections 4311 and 4314) prohibits the use of fireworks within state park units and restricts smoking and campfires to designated areas. Per Senate Bill 8, smoking of any kind is also prohibited in the park, with the exception of paved roads and parking facilities. Except for administrative and emergency vehicles, internal combustion engines are prohibited on roads and trails designated for nonmotorized uses.

Increasing or decreasing the diversity of user types on SVRA's routes and trails would not substantially change the potential for ignition of a wildland fire. Furthermore, trail operations would remain consistent with the State Park's Operations Manual requirements for visitor safety, which includes the Wildfire Management Plan for the park. Construction activities would likely be required for new or re-routed OHV routes, and new mountain bike trails, hiking trails, and camping facilities.

In addition, the Prairie City SVRA General Plan includes goals and guidelines, such as OM Goal 3 and OM Guideline 3.5, which would help to prevent accidental fire ignition and spread of wildfire to adjacent areas because OHVs would be monitored for spark arresters, fuel handling practices would be monitored, and recreational fires would be contained within fire pits. Furthermore, several SPRs designed to minimize the risk of fire ignition and maximize the effectiveness of fire suppression would be implemented, including SPRs HAZ-5 through HAZ-10, which would reduce the risk of ignition associated with construction activities by requiring a Fire Safety Plan, reducing spark potential, reducing fuels, providing radio communication with CAL FIRE, and providing water trucks. Therefore, the RTMP would neither exacerbate wildfire risks nor expose project visitors to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire and this impact would be less than significant.

c) Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less-than-significant impact. Implementation of the RTMP would not include any physical development aside from route and trail improvements and camping facilities and therefore would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the

environment. Any future physical development would require further CEQA analysis to ensure that impacts would also not exacerbate fire risk. Therefore, this impact would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less-than-significant impact. Implementation of the RTMP would not include any structural development and therefore would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Any future physical development would require further CEQA analysis to ensure that impacts would not exacerbate fire risks. Therefore, this impact would be less than significant.

3.18.3 Applicable Standard Project Requirements

The following SPRs would be incorporated into future projects that implement the RTMP to avoid impacts related to wildfire hazards:

- **HAZ-5:** Prior to the start of construction, **[insert who]** will develop a Fire Safety Plan for **[insert name]** approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (CAL FIRE) and local fire department(s).
- **HAZ-6:** All heavy equipment will be required to include spark arrestors or turbo chargers (which eliminate sparks in exhaust) and have fire extinguishers on-site.
- **HAZ-7:** Construction crews will park vehicles **[insert distance]** from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire.
- **HAZ-8:** State Parks personnel will have a State Park radio at the Park, which allows direct contact with CAL FIRE and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire.
- **HAZ-9:** Prior to the start of on-site construction activities, **[insert who]** will clean and repair (other than emergency repairs) all equipment outside the project site boundaries.
- **HAZ-10:** Under dry conditions, a filled water truck and/or fire engine crew will be on-site during activities with the potential to start a fire.

3.19 MANDATORY FINDINGS OF SIGNIFICANCE

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

3.19.1 Environmental Setting

Section 15130(a) of the State CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is a cumulatively considerable contribution to a significant or potentially significant cumulative effect. Where a project's incremental effect is not cumulatively considerable, the effect need not be evaluated in detail, but the basis for concluding the incremental effect is not a cumulatively considerable contribution must be briefly described. Cumulatively considerable, as defined in State CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

Prairie City SVRA is located in unincorporated Sacramento County, adjacent to the cities of Folsom and Rancho Cordova and near Amador and El Dorado Counties. The SVRA plays an important role in meeting the OHV recreational needs of the local and regional community. The cumulative projects and cumulative setting described in Section 4.3, "Cumulative Forecasting Methodology," in Chapter 4, "Cumulative Analysis," of the

General Plan Draft EIR (State Parks 2015b) include a list of related projects and plans in the vicinity of Prairie City SVRA. These plans and projects include the Folsom Plan Area Specific Plan, Aerojet Planning Area, East Planning Area, Grant Line West Planning Area, and Rio del Oro Specific Plan. These plans describe a general representation of current plans and projects that could contribute to cumulative environmental conditions given that they are still at various stages of planning and implementation.

3.19.2 Discussion

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

Less-than-significant impact. As described in the biological resources analysis of this IS/ND (Section 3.3), implementation of the RTMP would result in less-than-significant impacts related to biological resources. Implementation of the RTMP would result in motorized and nonmotorized trail construction, new facilities construction, and increased nonmotorized recreational use from opening additional zones (NVPMA, EVPMA, Zone 5, and Zone 6) to new recreational uses, which could result in direct loss of or disturbance to special-status plants and wildlife and their habitat. With implementation of General Plan guidelines associated with General Plan guidelines associated with IE Goal 3, NRM Goals 1 and 2, Plant Goal 1, Wildlife Goal 1, and Water Goals 1 and 2; SPRs GEN-1 through GEN-4 and BIO-1 through BIO-25; and parkwide recommendations related to trail facility development and design and maintenance, implementation of the RTMP would not substantially degrade fish or wildlife habitat, adversely affect wildlife populations, or restrict the range of special-status species.

As indicated in the cultural resources and tribal cultural resources analyses of this IS (Sections 3.5 and 3.18), with implementation of General Plan guidelines associated with CR Goal 1; SPRs CUL-1, CUL-2, CUL-3, CUL-5, CUL-7, CUL-8, and CUL-9; and parkwide recommendation regarding cultural surveys, the RTMP would not have the potential to significantly impact cultural resources, historic resources, or archaeological resources that could occur within the project area.

With implementation of the General Plan goals and guidelines, SPRs, and parkwide recommendations described above, the RTMP would not substantially degrade or reduce fish or wildlife habitat, adversely affect wildlife populations, or restrict the range of special-status species and would not eliminate important examples of the major periods of California history or prehistory. These impacts would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-than-significant impact. The RTMP would provide management recommendations (for identified system and non-system roads and routes) to increase visitor safety and enjoyment, while protecting natural and cultural resources. The RTMP would also enhance the recreation experience by providing new staging areas and camping opportunities, developing new facilities in previously closed portions of the park (i.e., Zones 5 and 6) to redirect recreation opportunities, which includes redistributing uses and separating different use types throughout the park for enhanced safety, and providing mountain biking and hiking trails in areas not suited or planned for OHV use.

Because Prairie City SVRA is an existing OHV park, the potential contributions to cumulative impacts are measured against a baseline of an existing, operating park with trails and facilities occupying an already altered landscape. The proposed RTMP would for the most part modify already disturbed landscapes within the SVRA. It also includes additional resource protection for sensitive areas through limitations in use and addition of trails or other facilities. As a result, changes to the physical environment of the SVRA from modifying or adding trails and facilities within the existing park would in some cases have no environmental effect where landscape is already disturbed, and in others would not be substantially adverse.

As described in Section 2.9, "Visitation to Prairie City State Vehicular Recreation Area," the RTMP would not result in substantial additional visitation for motorized recreation because the RTMP would redistribute existing OHV uses and the layout of OHV facilities has not been the primary determinant of the timing or amount of visitation. The RTMP would include the implementation of new nonmotorized uses (e.g., mountain biking and hiking) that could generate a small increase in non-OHV visitation. Section 2.9 describes that visitation for OHV recreation is primarily influenced by population growth and general economic conditions in the surrounding region and visitation at the park since adoption of the General Plan has fluctuated but has not met the expectations for increased visitation analyzed in the General Plan EIR. Although in some years the park has seen visitation greater than 100,000 people (102,307 visitors in 2014 and 113,194 in 2021), visitation in most years is less than 100,000 people. The average annual visitation between 2014 and 2022 was 83,396 visitors. The population of surrounding Placer, Sacramento, El Dorado, and Amador Counties combined is predicted to grow by approximately 6 percent by 2035 (DOF 2023). As witnessed since adoption of the General Plan and EIR, visitation at Prairie City SVRA tends to increase less than population growth, because OHV users represent a small percentage of the general population. Because growth in visitation is anticipated to continue to fluctuate with some growth over time similar to that which has occurred since before adoption of the General Plan, this growth would not be attributed to the implementation of the RTMP. Based on observed influences on visitation, the influence of modifying trails and facilities at the SVRA would be minimal, and the operational environmental impacts would, therefore, not make a considerable contribution to cumulative effects of the related plans and projects described in the General Plan EIR.

As described in the impact analyses in Sections 3.1 through 3.18, implementation of the RTMP would not result in any potentially significant impacts or require implementation of mitigation measures to reduce impacts to a less-than-significant level. Environmental protections are included into the RTMP with parkwide and area-specific recommendations (see Section 6, "The Plan," of the RTMP), the General Plan includes goals and guidelines that individual projects must implement to avoid or minimize adverse impacts, and State Parks has developed SPRs that are required to be implemented into every project, as applicable. Furthermore, the extent of potential impacts from individual projects proposed under the RTMP would be implemented in an existing developed and active park. Because there would be minimal increase in visitation from nonmotorized uses very little change to OHV visitation, and projects under the RTMP would be required to implement the environmental protections contained in the RTMP recommendations, State Parks SPRs, and General Plan goals and guidelines, the impacts from the RTMP would not result in a considerable contribution to any cumulative conditions that may exist. For these reasons, the RTMP would result in a less-than-significant cumulative impact.

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

Less-than-significant impact. No project-related environmental effects were identified that would cause substantial adverse effects on human beings. As discussed in Section 3.8, "Hazards and Hazardous Materials," implementation of the RTMP would have the potential to result in adverse effects on human beings related to hazardous materials during construction of individual projects. Future individual projects under the RTMP would implement SPRs HAZ-1 through HAZ-4, HAZ-9, HAZ-11, and HYDRO-1 include measures to prevent accidental

leaks, spills, or other emission of hazardous materials into the environment, including measures such as frequent leak inspections and maintenance of construction vehicles, a spill prevention plan, clean up of hazardous spills, a materials management plan, vehicle wash stations, and suitable staging areas. As discussed in Section 3.18, "Wildfire," SPRs HAZ-5 through HAZ-10 would reduce the risk of fire ignition associated with construction activities by requiring a Fire Safety Plan, reducing spark potential, reducing fuels, providing radio communication with CAL FIRE, and providing water trucks. With adherence to applicable federal and State laws; SPRs HAZ-1 through HAZ-11, and HYDRO-1; and General Plan guidelines (OM Guidelines 3.3, 3.4, 3.5, 3.10, 3.13, and 7.1), impacts from implementation of the RTMP related to the risk of adverse effects on human beings during construction or operations would be less than significant.

3.19.3 Applicable Standard Project Requirements

SPRs applicable to environmental impacts discussed in this section are included in Sections 3.1 through 3.18.

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5 REPORT PREPARERS

This section of the Initial Study presents the State Parks and consultant staff involved with the preparation of this document.

5.1 CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

Peter Jones ..... Sector Superintendent

Steve Hilton ..... District Superintendent

Jason Spann ..... Associate Landscape Architect

Noelle Breitenbach ..... Statewide Trails Manager

Taylor Espenshade ..... Environmental Scientist

Mckenzie Boring ..... Environmental Scientist

Jim Micheaels ..... Senior Park and Recreation Specialist

Meghan Sullivan ..... Senior Environmental Scientist

Lora Caldwell ..... Environmental Scientist

Sammy Reyes ..... Park and Recreation Specialist – Statewide Trails Program

5.2 ASCENT

Curtis E. Alling, AICP ..... Principal-in-Charge

Adam Lewandowski, AICP ..... Project Director

Jessica Mitchell, AICP ..... Project Manager

Reida Khan ..... Environmental Planner

Lindsay Kageyama, PLA ..... Park and Recreation Planner

Angela Khermouch, AIA ..... Designer

Paul Kronser ..... Planner/ Engagement Specialist

Tammie Beyerl ..... Senior Wetland Ecologist

Pam Brillante ..... Senior Biologist

Alta Cunningham ..... Senior Architectural Historian and Environmental Planner

Roberto Mora ..... Cultural Resources Specialist

Kelley Kelso, CPESC ..... Senior Environmental Scientist

Julia Wilson ..... Senior Air Quality, Greenhouse Gas, and Energy Analyst

Jazmin Amini ..... Transportation and Environmental Planner

Elena Savignano ..... Transportation and Noise Analyst

Phi Ngo ..... GIS Specialist

Corey Alling..... Senior Graphics Specialist

Gayiety Lane .....Publication Specialist

Michele Mattei .....Publication Specialist

Riley Smith .....Publication Specialist

Appendix A

Standard Project Requirements

A STANDARD PROJECT REQUIREMENTS

A.1 GENERAL

- **GEN-1:** Prior to the start of on-site construction work, a **[insert who]** will consult with the contractor and project manager to identify all resources that must be protected.
- **GEN-2:** No track-mounted or heavy-wheeled vehicles will be allowed in identified environmentally sensitive areas at any time; foot traffic will only be allowed with specific permission from the State's Representative after clearance from **[insert who]**.
    - At the discretion of **[insert who]**, mechanized vehicles on **[insert discipline]** resource sites will be restricted to a short-term use of rubber tire tractors only. All such vehicles must enter and exit the area via the same route of travel (by backing up). Vehicles are strictly prohibited from turning on the surface of site(s).
- **GEN-3:** Prior to any earthmoving activities, a State Parks-qualified **[insert who]** will approve all subsurface work, including the operation of heavy equipment within **[insert distance]** of the identified Environmentally Sensitive Area (ESA).
- **GEN-4:** Prior to the start of **[insert type]** work, **[Insert who]** will notify the **[insert Office name and who]** or **[insert alternative Office name and who]** a minimum of three weeks in advance, unless other arrangements are made, to schedule **[insert discipline or resource]** monitoring.
- **GEN-5:** State Parks resource specialist staff, such as cultural resource specialists and biological resource specialists, will be involved in the project conceptualization, design, and planning process for projects at Prairie City SVRA and will provide support in defining resource protection features for projects.

A.2 CULTURAL RESOURCES

A.2.1 General Cultural Standard Requirements

- **CUL-1:** Prior to the start of on-site construction work, the **[insert who]** will notify the Cultural Resources Supervisor, unless other arrangements are made in advance, a minimum of three weeks to schedule a Cultural Resource Specialist to monitor work, as necessary, to ensure that removal and reconstruction of historic fabric will occur in a manner consistent with the Secretary of the Interior's Standards.
- **CUL-2:** Before, during, and after construction, a **[Insert who]** will photo-document all aspects of the project and will add the photos to the historical records (archives) for the park.
- **CUL-3:** Prior to the start of on-site construction work, and to the extent not already completed, a **[insert who]** will map and record all cultural features within the proposed Area of Potential Effects (APE) to a level appropriate to the Secretary of Interior Standards.

A.2.2 Historian's Standard Requirements

- **CUL-4:** All historic work on built environment resources will comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.
    - Historic character will be retained and preserved; where safe, original materials that still maintain structural integrity will be retained; and where replacement is required, materials and features will be replaced "in kind."
    - A qualified historian familiar with the project site's cultural/historic resources will monitor all construction activities at his/her discretion. All historic resources uncovered during the project will be recorded in place with a photograph and/or drawing showing any new or recovered material and archived, at the discretion of the monitor.
    - Upon completion of the project, **[insert who]** will record any modifications to historic buildings or structures, or alterations of historic fabric on as-built drawings.

A.2.3 Archaeologist's Standard Requirements

- **CUL-5:** Prior to the start of any ground-disturbing activities, a qualified archaeologist will complete preconstruction testing to determine specific avoidance areas within the proposed APE that contains known significant or potentially significant archaeological resources.
    - If necessary, a qualified Cultural Resources Specialist will prepare a research design, including appropriate trenching and/or preconstruction excavations.
    - Based on preconstruction testing, project design and/or implementation will be altered, as necessary, to avoid impacts to significant archaeological resources or reduce the impacts to a less-than-significant level, as determined in consultation with a CSP-qualified archaeologist.
- **CUL-7:** In an Area of Potential Effects (APE) considered highly sensitive for the discovery of buried archaeological features or deposits, including human remains, **[insert who]** will review and approve monitoring by a CSP-qualified Cultural Resources Specialist of any subsurface disturbance, including but not limited to grading, excavation or trenching.
- **CUL-8**: **[insert who]** will review and approve monitoring of subsurface disturbance by a Native American monitor.
- **CUL-9**: If anyone discovers previously undocumented cultural resources during project construction or ground-disturbing activities, work within 50 to 100 feet of the find will be temporarily halted, the CSP State Representative will be notified immediately, and work will remain halted until a qualified Cultural Resources Specialist or archaeologist evaluates the significance of the find and determines and implements the appropriate treatment and disposition in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.
    - If ground-disturbing activities uncover cultural artifacts or features (including but not limited to dark soil containing shellfish, bone, flaked stone, groundstone, or deposits of historic ash), when a qualified Cultural Resources Specialist is not onsite, **[insert who]** will contact the CSP State Representative immediately and **[insert who]** will temporarily halt or divert work within the immediate vicinity of the find until a qualified Cultural Resources Specialist or archaeologist

evaluates the find and determines and implements the appropriate treatment and disposition of the find.

- If feasible, **[insert who]** will modify the project to ensure that construction or ground-disturbing activities will avoid the unanticipated discovery of significant cultural resources (historical resources) upon review and approval of a **[insert who]**.

- **CUL-10:** In the event anyone discovers human remains or suspected human remains, work will cease immediately within 100 feet of the find and the project manager/site supervisor will notify the appropriate CSP personnel. The human remains and/or funerary objects will not be disturbed and will be protected by covering with soil or other appropriate methods. The CSP Sector Superintendent (or authorized representative) will notify the County Coroner, in accordance with Section 7050.5 of the California Health and Safety Code, and the Native American Heritage Commission; the superintendent will also notify the local Tribal Representative). If a Native American monitor is onsite at the time of the discovery, the monitor will notify his/her affiliated tribe or group. The local County Coroner will make the determination of whether the human bone is of Native American origin.
  - If the Coroner determines the remains represent Native American interment, the Native American Heritage Commission will be consulted to identify the most likely descendant and appropriate disposition of the remains. Work will not resume in the area of the find until proper disposition is complete (PRC Section 5097.98). No human remains or funerary objects will be cleaned, photographed, analyzed, or removed from the place of discovery prior to determination.
  - If it is determined the find indicates a sacred or religious site, the site will be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Officer and review by the Native American Heritage Commission, as well as appropriate Tribal Representatives, will occur as necessary to define additional site mitigation or future restrictions.

A.3 NATURAL RESOURCES

A.3.1 General Biological Resources

- **BIO-1:** All project activities that could spread **[insert organism]** to new locations will be subject to Best Management Practices developed by **[insert group name]** and available online at **[insert location – i.e., web address]**.
- **BIO-2:** Prior to the start of on-site construction activities, **[insert who]** will conduct a survey of the project area for **[insert what]**.
- **BIO-3:** Prior to the start of on-site construction activities, **[insert who]** will determine the minimum area required to complete the work and define the boundaries of the work area on the project drawings and with flagging or fencing on the ground, as appropriate.
- **BIO-4:** To prevent the spread of noxious weeds, all construction vehicles and equipment will enter and leave the project site free of soil, vegetative matter or other debris that could contain weed seeds.
- **BIO-5:** All construction will be consistent with the State Parks Trail Manual guidelines.
- **BIO-6:** At the discretion of **[insert who]**, project activities will be monitored to ensure that impacts to **[insert species name(s)]** are minimized.

- **BIO-7:** The **[insert who]** will post information signs near project areas with restricted access or closures lasting longer than 3 months. The signs will include the following information:
  - Explanation for and description of the project; and
  - Anticipated completion date.

A.3.2 Plants

- **BIO-8:** No rare or endangered species will be cut, pruned, pulled back, removed or damaged in any way.
- **BIO-9:** If **[insert plant species or community]** are located within **[insert number]** feet of the project area, the **[insert what]** will be flagged by **[insert who]**, fenced off prior to the start of on-site construction activities, and completely avoided.
- **BIO-10:** Best Management Practices (BMPs) to avoid creation of dust will be employed during all construction activities within **[insert distance]** of **[insert species or plant community]**.
- **BIO-11:** If **[insert what]** of **[insert species or plant community name]** are discovered within **[insert distance]** of the project area, a **[insert who]** will flag and fence these locations during construction activities to avoid impacts.
- **BIO-12:** Prior to the start of on-site construction activities and when the plants are in a phenological stage conducive to positive identification (i.e., usually during the blooming period for the species), a **[insert who]** will conduct surveys for special-status plant species throughout the project area.
- **BIO-13:** Prior to the start of on-site construction activities, a **[insert who]** will flag and fence plant communities (e.g., vegetation series, alliances, or associations) within **[insert number]** feet of the project area to avoid impacts.
- **BIO-14:** No **[insert what – staging, ground-disturbing, etc.]** will be allowed within **[insert number]** times the diameter-at-breast-height (dbh) of retention trees, unless approved in advance by a State Parks-approved biologist, forester, or certified arborist.
- **BIO-15:** The **[insert who]** will avoid or minimize impacts to federally protected wetlands to the extent practicable by conducting work in upland areas.

A.3.3 Wildlife

- **BIO-16:** **[Insert Name]** will schedule all work between **[insert dates]** to avoid the **[insert species name]** **[insert what – breeding, maternity, nesting, flight period, etc.]**.
- **BIO-17:** If work is required during the **[insert what]** season (**[insert dates]**), a **[insert who]** will conduct a survey to identify **[insert what - nest, colony, etc.]** within **[insert distance]** of the project area. The survey will be conducted no more than **[insert number]** calendar days prior to the beginning of construction.
- **BIO-18:** If **[insert what]** are located within **[insert distance]** feet of the project area, no construction will occur within **[insert distance]** of the **[insert what]** during the **[insert what]** season or until the young have fledged, as determined by a State Parks-approved biologist.
- **BIO-19:** Prior to the start of on-site construction activities, a **[insert who]** will train on-site construction personnel on the life history of **[insert species name]**, work constraints, and any other pertinent information related to the species.

- **BIO-20:** Within **[insert number]** hours prior to the start of construction activities, a **[insert who]** will conduct surveys for **[insert what]** in the project area and up to **[insert number]** feet outside the project boundaries.
- **BIO-21:** If individuals or other recent signs of **[insert species name]** are observed within **[insert distance]** of the project area, **[insert who]** will be present on the site to monitor during construction activities at his/her discretion.
- **BIO-22:** Immediately prior to the start of work each morning, **[insert who]** will conduct a visual inspection of the construction zone.
- **BIO-23:** If **[insert species name]** is found on the project site, work in the vicinity of the animal will be delayed until the species moves out of the site on its own accord, or is temporarily relocated by **[insert agency name - approved or -permitted]** biologist.
- **BIO-24:** To prevent trapping of **[insert species name]**, all holes and trenches will be covered at the close of each working day with plywood or similar materials, or will include escape ramps constructed of earth fill or wooden planks; all pipes will be capped. A **[insert who]**, or other staff trained by a **[insert who]** will inspect trenches and pipes for **[insert species name]** at the beginning of each workday. If a trapped animal is discovered, they will be released in suitable habitat at least **[insert quantitative distance]** from the project area.
- **BIO-25:** **[Insert who]** will not remove any trees equal to or greater than **[insert number]**-inches dbh unless first inspected by **[insert who]** and determined to be unsuitable as nesting habitat for **[insert species name]**.
- **BIO-26:** A qualified biologist will conduct an aquatic (and associated uplands) habitat assessment and pre-project surveys for special-status aquatic species (if suitable habitat is present) with potential to be directly or indirectly affected by a project, within **[insert distance]** of the project area. For species subject to survey protocols that have established and accepted survey timing windows and methodologies, qualified biologists will follow the protocol requirements or guidelines. The survey will be conducted within **[insert number]** calendar days prior to the beginning of construction. Surveys for a special-status aquatic species with potential to occur in the project area may not be required if presence of the species is assumed. If any species are located, they will be avoided to the maximum extent practicable.

A.3.4 Aesthetics

- **AES-1:** Projects will be designed to incorporate appropriate park scenic and aesthetic values including the choices for: specific building sites, scope and scale; building and fencing materials and colors; use of compatible aesthetic treatments on pathways, retaining walls or other ancillary structures; location of and materials used in parking areas, campsites and picnic areas; development of appropriate landscaping.
- **AES-2:** **[Insert who]** will store all project-related materials outside of the viewshed of **[insert name of street/place/building]**.
- **AES-3:** **[Insert who]** will equip any permanent structure with outdoor light shields that concentrate the illumination downward to reduce direct and reflected light pollution. The direct source of the lighting (bulb, lens, filament, tube, etc.) will not be visible off site and the lighting will be installed as low as possible on poles and/or structures to minimize light pollution of the night sky. The candle power of the illumination at ground level will not exceed what is required by any safety or security regulations of any government agency with regulatory oversight.

A.3.5 Air Quality

- **AQ-1:** During dry, dusty conditions, all active construction areas will be lightly sprayed with dust suppressant to reduce dust without causing runoff.
- **AQ-2:** All trucks or light equipment hauling soil, sand, or other loose materials on public roads will be covered or required to maintain at least 2 feet of freeboard.
- **AQ-3:** All gasoline-powered equipment will be maintained according to manufacturer's specifications, and in compliance with all State and federal requirements**.**
- **AQ-4:** Paved streets adjacent to the Park shall either be swept or washed at the end of each day, or as required, to remove excessive accumulations of silt and/or mud that could have resulted from project-related activities.
- **AQ-5:** Excavation and grading activities will be suspended when sustained winds exceed 15 miles per hour (mph), instantaneous gusts exceed 25 mph, or when dust occurs from remediation related activities where visible emissions (dust) cannot be controlled by watering or conventional dust abatement controls.

A.3.6 Geology and Soils (Erosion)

- **GEO-1:** After a large earthquake event (i.e., magnitude 5.0 or greater within 50 miles of the project site), **[insert who]** will inspect all project structures and features for damage, as soon as is possible after the event. Any damaged structures or features will be closed to park visitors, volunteers, residents, contractors, and staff.
- **GEO-2:** No track-mounted or heavy-wheeled vehicles will be driven through **[insert work area name]** areas during the rainy season or when soils are saturated to avoid compaction and/or damage to soil structure.
- **GEO-3:** **[Insert who]** will develop a rehabilitation plan for the decommissioned trail that includes using brush and trees removed from the new trail alignment for bio-mechanical erosion control (bundling slash and keying it in to fall of trail, filling damaged trails sections with soil and duff removed from the new trail alignment, constructing water bars, and replanting native trees and shrubs).
- **GEO-4:** **[Insert who]** will clearly block both ends of the trail and scatter its length with vegetative debris from new trail construction to discourage continued use and degradation of the decommissioned portion of the trail.

A.3.7 Hazards

- **HAZ-1:** Prior to the start of on-site construction activities, **[insert who]** will inspect all equipment for leaks and regularly inspect thereafter until equipment is removed from the project site. All contaminated water, sludge, spill residue, or other hazardous compounds will be contained and disposed of outside the boundaries of the site, at a lawfully permitted or authorized destination.
- **HAZ-2:** Prior to the start of on-site construction activities, **[insert who]** will prepare a Spill Prevention and Response Plan (SPRP) as part of the Storm Water Pollution Prevention Plan (SWPPP) for **[insert who]** approval to provide protection to on-site workers, the public, and the environment from accidental leaks or spills of vehicle fluids or other potential contaminants. This plan will include (but not be limited to);
    - a map that delineates construction staging areas, where refueling, lubrication, and maintenance of equipment will occur;

- a list of items required in a spill kit on-site that will be maintained throughout the life of the project;
- procedures for the proper storage, use, and disposal of any solvents or other chemicals used in the restoration process;
- and identification of lawfully permitted or authorized disposal destinations outside of the project site.

- **HAZ-3: [Insert who]** will develop a Materials Management Plan to include protocols and procedures that will protect human health and the environment during remediation and/or maintenance activities that cause disturbances to the native soil and/or mine and mill materials causing the potential exposure to metals and dust resulting from materials disturbances. All work will be performed in accordance with a Site Health and Safety Plan. The Materials Management Plan will include the following (where applicable):
  - Requirement that staff will have appropriate training in compliance with 29 CFR, Section 1910.120;
  - Methods to assess risks prior to starting onsite work;
  - Procedures for the management and disposal of waste soils generated during construction activities or other activities that might disturb contaminated soil;
  - Monitoring requirements;
  - Storm water controls;
  - Record-keeping; and,
  - Emergency response plan.
- **HAZ-4: [Insert who]** will set up decontamination areas for vehicles and equipment at Park entry/exit points. The decontamination areas will be designed to completely contain all wash water generated from washing vehicles and equipment. Best Management Practices (BMPs) will be installed, as necessary, to prevent the dispersal of wash water beyond the boundaries of the decontamination area, including over-spray.
- **HAZ-5:** Prior to the start of construction, **[insert who]** will develop a Fire Safety Plan for **[insert name]** approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (CAL FIRE) and local fire department(s).
- **HAZ-6:** All heavy equipment will be required to include spark arrestors or turbo chargers (which eliminate sparks in exhaust) and have fire extinguishers on-site.
- **HAZ-7:** Construction crews will park vehicles **[insert distance]** from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire.
- **HAZ-8:** State Parks personnel will have a State Park radio at the Park, which allows direct contact with CalFire and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire.
- **HAZ-9:** Prior to the start of on-site construction activities, **[insert who]** will clean and repair (other than emergency repairs) all equipment outside the project site boundaries.
- **HAZ-10:** Under dry conditions, a filled water truck and/or fire engine crew will be onsite during activities with the potential to start a fire.
- **HAZ-11: [Insert who]** will designate and/or locate staging and stockpile areas within the existing maintenance yard area or existing roads and campsites to prevent leakage of oil, hydraulic fluids, etc. into **[insert where i.e., native vegetation, sensitive wildlife areas, creek, river, stream, etc.]**.

A.3.8 Hydrology

- **HYDRO-1:** Prior to the start of construction involving ground-disturbing activities greater than 1 acre, **[insert who]** will prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for State Parks approval that identifies temporary Best Management Practices (BMPs) (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils management and a Spill Prevention and Control Plan (SPCP), as appropriate.
- **HYDRO-2:** All heavy equipment parking, refueling, and service will be conducted within designated areas outside of the 100-year floodplain to avoid water course contamination.
- **HYDRO-3:** The project will comply with all applicable water quality standards as specified in the **[insert WQCB name]** Basin Plan.
- **HYDRO-4:** All construction activities will be suspended during heavy precipitation events (i.e., at least 0.5-inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast.
- **HYDRO-5:** If construction activities extend into the rainy season (**[insert dates]**) or if an un-seasonal storm is anticipated, **[insert who]** will properly winterize the site by covering (tarping) any stockpiled materials or soils and by constructing silt fences, straw bale barriers, fiber rolls, or other structures around stockpiles and graded areas.
- **HYDRO-6:** **[Insert who]** will install appropriate energy dissipators at water discharge points, as appropriate.

A.3.9 Traffic

- **TRAN-1:** Prior to initiating construction activities the construction manager will have a Construction Traffic Management Plan (CTMP), prepared by a qualified professional, that will provide measures to reduce potential traffic obstruction or service level degradation at affected traffic facilities. The scope of the CTMP will depend on the type, intensity, and duration of the specific construction activities associated with each qualifying project under the Process. Measures included in the CTMP could include (but are not be limited to) construction signage, flaggers for lane closures, construction schedule and/or delivery schedule restrictions, etc. The CTMP will be submitted to the local Public Works Department.

A.3.10 Noise

- **N-1:** Temporary or permanent noise barriers such as berms or walls will be used, as appropriate, to reduce noise levels.
- **N-2:** Internal combustion engines used for project implementation will be equipped with a muffler of a type recommended by the manufacturer. Equipment and trucks used for Project-related activities will utilize the best available noise control techniques (e.g., engine enclosures, acoustically attenuating shields or shrouds, intake silencers, ducts, etc.) whenever necessary.
- **N-3:** **[Insert who]** will locate stationary noise sources and staging areas as far from potential sensitive noise receptors, as possible. If they must be located near potential sensitive noise receptors, stationary noise sources will be muffled or shielded, and/or enclosed within temporary sheds.

- **N-4:** Construction activities will generally be limited to the daylight hours, Monday – Friday. If work during weekends or holidays is required, no work will occur on those days before **[insert time]** a.m. or after **[insert time]** p.m. (check contract docs for time restrictions).
- **N-5:** No pile driving, blasting, or drilling will occur in areas that may adversely affect sensitive receptors outside the park unit.
- **N-6:** Construction activities involving heavy equipment (i.e., 50 horsepower [hp] or greater) will not operate within 50 feet of land uses that are potentially sensitive to ground vibration, including residential buildings, schools, hospitals, and places of worship. Heavy construction equipment will also not be operated within 30 feet of historically significant structures that could be vulnerable to structural damage from ground vibration, and known archaeological sites, that could be vulnerable to vibration-induced changes to stratigraphic relations of the soil layers that are important to archaeological study.

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Appendix B

Special-Status Species Tables

Table 1 Special-Status Plant Species Known to Occur in the Region and Their Potential for Occurrence in Prairie City SVRA

Species	Listing Status[1] Federal	Listing Status[1] State	Listing Status[1] CRPR	Habitat	Potential for Occurrence[2]
Ione manzanita *Arctostaphylos myrtifolia*	FT		1B.2	Ione formation. Chaparral, cismontane woodland. On Ione clay with chaparral associates. Often comprises 50-80% cover. 295–1835 feet in elevation. Blooms November–March. Perennial.	Not expected to occur. Suitable Ione clay soil is not present in Prairie City SVRA.
Valley brodiaea *Brodiaea rosea* ssp. *vallicola*			4.2	Valley and foothill grassland (swales), vernal pools. Old alluvial terraces. Silty, sandy, and gravelly loam. 30–1100 feet in elevation. Blooms April–May. Geophyte.	**Known to occur.** Suitable vernal pool habitat is present in Prairie City SVRA. Presence confirmed in 2024.
Brewer's calandrinia *Calandrinia breweri*			4.2	Chaparral, coastal scrub. Sandy or loamy soils. Disturbed sites, burns. 35–3935 feet in elevation. Blooms (January), March–June. Annual.	Not expected to occur. Suitable chaparral and coastal scrub habitat is not present in Prairie City SVRA.
spicate calycadenia *Calycadenia spicata*			1B.3	Valley and foothill grassland, cismontane woodland. Dry, adobe, clay, gravelly, rocky, disturbed areas, openings, roadsides. 131-4593 feet. Blooms May-September. Annual.	**May occur.** Suitable grassland and woodland habitat is present in Prairie City SVRA.
Pine Hill ceanothus *Ceanothus roderickii*	FE	SR	1B.1	Chaparral, cismontane woodland. Gabbroic or serpentine soils; often in "historically disturbed" areas with an ensemble of other rare plants. 855–2065 feet in elevation. Blooms April–June. Perennial.	Not expected to occur. Suitable gabbroic or serpentine soil is not present in Prairie City SVRA.
Red Hills soaproot *Chlorogalum grandiflorum*			1B.2	Cismontane woodland, chaparral, lower montane coniferous forest. Occurs frequently on serpentine or gabbro, but also on non-ultramafic substrates; often on "historically disturbed" sites. 805–4070 feet in elevation. Blooms May–June. Geophyte.	Not expected to occur. Prairie City SVRA is outside the elevation range of this species.
Brandegee's clarkia *Clarkia biloba* ssp. *brandegeeae*			4.2	Chaparral, cismontane woodland, lower montane coniferous forest. Often in roadcuts. 245–3000 feet in elevation. Blooms May–July. Annual.	**May occur**. Suitable woodland habitat is present in Prairie City SVRA.

Species	Listing Status[1] Federal	Listing Status[1] State	Listing Status[1] CRPR	Habitat	Potential for Occurrence[2]
Bisbee Peak rush-rose *Crocanthemum suffrutescens*			3.2	Ione formation, limestone. Chaparral. Often on serpentine, gabbroic, or Ione formation soils; in openings in chaparral. 150–2755 feet in elevation. Blooms April–August. Perennial.	Not expected to occur. Suitable serpentine, gabbroic, or Ione formation soil is not present in Prairie City SVRA.
Dwarf downingia *Downingia pusilla*			2B.2	Wetland. Valley and foothill grassland (mesic sites), vernal pools. Vernal lake and pool margins with a variety of associates. In several types of vernal pools. 5–1610 feet in elevation. Blooms March–May. Annual.	**May occur**. Suitable vernal pool habitat is present in Prairie City SVRA.
Ione buckwheat *Eriogonum apricum* var. *apricum*	FE	SE	1B.1	Ione formation. Chaparral. In gravelly openings on Ione formation soil. 280–490 feet in elevation. Blooms July–October. Perennial.	Not expected to occur. Suitable Ione formation soil is not present in Prairie City SVRA.
Irish Hill buckwheat *Eriogonum apricum* var. *prostratum*	FE	SE	1B.1	Ione formation. Chaparral. Gravelly openings on Ione formation soils. 295–330 feet in elevation. Blooms June–July. Perennial.	Not expected to occur. Suitable Ione formation soil is not present in Prairie City SVRA.
Jepson's woolly sunflower *Eriophyllum jepsonii*			4.3	Coastal scrub, chaparral, cismontane woodland. Sometimes on serpentine. 655–3365 feet in elevation. Blooms April–June. Perennial.	Not expected to occur. Prairie City SVRA is outside the elevation range of this species.
Tuolumne button-celery *Eryngium pinnatisectum*			1B.2	Vernal pools, cismontane woodland, lower montane coniferous forest. Volcanic soils; vernal pools and mesic sites within other natural communities. 230–3000 feet in elevation. Blooms May–August. Annual/Perennial.	**May occur**. Suitable vernal pool habitat is present in Prairie City SVRA.
Pine Hill flannelbush *Fremontodendron decumbens*	FE	SR	1B.2	Chaparral, cismontane woodland. Rocky ridges; gabbro or serpentine endemic; often among rocks and boulders. 1395–2510 feet in elevation. Blooms April–July. Perennial.	Not expected to occur. Prairie City SVRA is outside the elevation range of this species.
Stinkbells *Fritillaria agrestis*			4.2	Cismontane woodland, chaparral, valley and foothill grassland. Sometimes on serpentine; mostly found in nonnative grassland or in grassy openings in clay soil. 35–5100 feet in elevation. Blooms March–June. Geophyte.	**May occur**. Suitable woodland and grassland habitat are present in Prairie City SVRA.

Species	Listing Status[1] Federal	Listing Status[1] State	Listing Status[1] CRPR	Habitat	Potential for Occurrence[2]
El Dorado bedstraw *Galium californicum* ssp. *sierrae*	FE	SR	1B.2	Cismontane woodland, chaparral, lower montane coniferous forest. In pine-oak woodland or chaparral. Restricted to gabbroic or serpentine soils. 425–1920 feet in elevation. Blooms May–June. Perennial.	Not expected to occur. Prairie City SVRA is outside the elevation range of this species.
Boggs Lake hedge-hyssop *Gratiola heterosepala*		SE	1B.2	Marshes and swamps (freshwater), vernal pools. Clay soils; usually in vernal pools, sometimes on lake margins. 35–7790 feet in elevation. Blooms April–August. Annual.	**May occur**. Suitable vernal pool habitat is present in Prairie City SVRA.
Hogwallow starfish *Hesperevax caulescens*			4.2	Valley and foothill grassland, vernal pools. Clay soils; mesic sites. 0–1655 feet in elevation. Blooms March–June. Annual.	**May occur**. Suitable grassland and vernal pool habitat are present in Prairie City SVRA.
Parry's horkelia *Horkelia parryi*			1B.2	Ione formation. Openings in chaparral or woodland; especially known from the Ione formation in Amador County. 280–3660 feet in elevation. Blooms April–September. Perennial.	Not expected to occur. Suitable Ione formation soil is not present in Prairie City SVRA.
Coast iris *Iris longipetala*			4.2	Coastal prairie, lower montane coniferous forest, meadows and seeps. Mesic sites, heavy soils. 0–1970 feet in elevation. Blooms March–May. Geophyte.	Not expected to occur. Prairie City SVRA is outside the geographical range of this species.
Ahart's dwarf rush *Juncus leiospermus* var. *ahartii*			1B.2	Valley and foothill grassland. Restricted to the edges of vernal pools in grassland. 100–330 feet in elevation. Blooms March–May. Annual.	**May occur**. Suitable vernal pool habitat is present in Prairie City SVRA.
Legenere *Legenere limosa*			1B.1	In beds of vernal pools. 5–2885 feet in elevation. Blooms April–June. Annual.	**Known to occur.** Legenere was observed in the spring of 2015 in a large vernal pool in the northeast corner of Prairie City SVRA (CNDDB 2024).
Hoary navarretia *Navarretia eriocephala*			4.3	Cismontane woodland, valley and foothill grassland. Vernally mesic sites. 345–1310 feet in elevation. Blooms May–June. Annual.	**May occur**. Suitable vernally mesic grassland habitat is present in Prairie City SVRA.
Pincushion navarretia *Navarretia myersii* ssp. *myersii*			1B.1	Vernal pools, wetland. Clay soils within non-native grassland. 150–330 feet in elevation. Blooms April–May. Annual.	**May occur**. Suitable vernal pool habitat is present in Prairie City SVRA.

Species	Listing Status[1] Federal	Listing Status[1] State	Listing Status[1] CRPR	Habitat	Potential for Occurrence[2]
Slender Orcutt grass *Orcuttia tenuis*	FT	SE	1B.1	Vernal pools, wetland. Often in gravelly substrate. 80–5760 feet in elevation. Blooms May–September (October). Annual.	**May occur**. Suitable vernal pool habitat is present in Prairie City SVRA.
Sacramento Orcutt grass *Orcuttia viscida*	FE	SE	1B.1	Vernal pools, wetland. 50–280 feet in elevation. Blooms April–July (September). Annual.	**May occur**. Suitable vernal pool habitat is present in Prairie City SVRA.
Layne's ragwort *Packera layneae*	FT	SR	1B.2	Chaparral, cismontane woodland. Ultramafic soil (serpentine or gabbro); occasionally along streams. 655–3560 feet in elevation. Blooms April–August. Perennial.	Not expected to occur. Suitable gabbroic or serpentine soil is not present in Prairie City SVRA.
Sanford's arrowhead *Sagittaria sanfordii*			1B.2	Marshes and swamps. In standing or slow-moving freshwater ponds, marshes, and ditches. 0–2135 feet in elevation. Blooms May–October (November). Geophyte.	**May occur**. Suitable marsh habitat is present in Prairie City SVRA.
El Dorado County mule ears *Wyethia reticulata*			1B.2	Chaparral, cismontane woodland, lower montane coniferous forest. Stony red clay and gabbroic soils; often in openings in gabbro chaparral. 605–2065 feet in elevation. Blooms April–August. Perennial.	Not expected to occur. Prairie City SVRA is outside the elevation range of this species.

Notes: CRPR = California Rare Plant Rank

[1] Legal Status Definitions

Federal:
FT Threatened (legally protected by ESA)

State:
SE Endangered (legally protected by CESA)
R Rare

California Rare Plant Ranks:
1B Plant species considered rare or endangered in California and elsewhere (protected under CEQA, but not legally protected under ESA or CESA)
2B Plant species considered rare or endangered in California but more common elsewhere (protected under CEQA, but not legally protected under ESA or CESA)
3 Plants about which more information is needed - A Review List (generally not protected under CEQA, not legally protected under ESA or CESA)
4 Plants of Limited Distribution - A Watch List (generally not protected under CEQA, not legally protected under ESA or CESA)

Threat Ranks:
0.1-Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
0.2-Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
0.3-Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

[2] Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present on the property due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

May occur: Suitable habitat is available at the property; however, there are little to no other indicators that the species might be present.

Known to occur: The species, or evidence of its presence, was observed at Prairie City SVRA during surveys, or was reported by others.

Sources: CNDDB 2024; CNPS 2024.

Table 2 Special-Status Animal Species Known to Occur in the Region and their Potential for Occurrence in Prairie City SVRA

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence[2]
Reptiles				
Western pond turtle *Emys marmorata*	FC	SSC	Aquatic, artificial flowing waters, marsh & swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters. A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6,000 feet elevation. Need basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	**May occur.** Suitable marsh, pond, sediment basin, and stream aquatic habitat is present in Prairie City SVRA. Prairie City SVRA also contains potentially suitable upland egg-laying habitat within grasslands for this species.
Giant garter snake *Thamnophis gigas*	FT	ST	Marsh and swamp, riparian scrub, wetland. Prefers freshwater marsh and low gradient streams. Has adapted to drainage canals and irrigation ditches. This is the most aquatic of the garter snakes in California.	Not expected to occur. Prairie City SVRA is outside of the current known geographical range for this species.
Amphibians				
California tiger salamander *Ambystoma californiense* Pop. 1 – central California DPS	FE	ST	Cismontane woodland, meadow and seep, riparian woodland, valley and foothill grassland, vernal pool, and wetlands. Sonoma county DPS federally listed as endangered. Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.	Not expected to occur. Prairie City SVRA is outside of the current known geographical range for this species.
Foothill yellow-legged frog *Rana boylii* Pop. 5 south Sierra DPS	FE	SE	Aquatic, chaparral, cismontane woodland, coastal scrub, Klamath/north coast flowing waters, lower montane coniferous forest, meadow and seep, riparian forest, riparian woodland, and Sacramento/San Joaquin flowing waters. Partly-shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Need at least some cobble-sized substrate for egg-laying. Need at least 15 weeks to attain metamorphosis.	**Not expected to occur.** Prairie City SVRA is outside of the current known geographical range for this population.
California red-legged frog *Rana draytonii*	FT	SSC	Aquatic, artificial flowing waters, artificial standing waters, freshwater marsh, marsh & swamp, riparian forest, riparian scrub, riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, south coast flowing waters. Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	Not expected to occur. This species is presumed to be extirpated from the Central Valley.

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence[2]
Western spadefoot *Spea hammondii*	FC	SSC	Cismontane woodland, coastal scrub, valley and foothill grassland, vernal pool, and wetlands. Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	**May occur.** Suitable vernal pool and wetland habitat are present within Prairie City SVRA.
Birds				
Tricolored blackbird *Agelaius tricolor* (nesting)	–	ST SSC	Freshwater marsh, marsh and swamp, swamp, wetland. Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.	**Known to occur**. Tricolored blackbird could use freshwater marsh in Prairie City SVRA as nesting habitat. Suitable foraging grassland habitat is present in the study area. Tricolored blackbird was observed in Prairie City SVRA during monitoring surveys, but breeding has not been documented in the GP area (State Parks 2016).
Grasshopper sparrow *Ammodramus savannarum* (nesting)		SSC	Valley and foothill grassland. Dense grasslands on rolling hills, lowland plains, in valleys and on hillsides on lower mountain slopes. Favors native grasslands with a mix of grasses, forbs and scattered shrubs. Loosely colonial when nesting.	**Known to occur**. Suitable nesting habitat is present in Prairie City SVRA. Grasshopper sparrow was observed in Prairie City SVRA (State Parks 2016).
Golden eagle *Aquila chrysaetos* (year round)	–	FP	Broadleaved upland forest, cismontane woodland, coastal prairie, Great Basin grassland, Great Basin scrub, lower montane coniferous forest, pinyon and juniper woodlands, upper montane coniferous forest, and valley and foothill grassland. Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	**Known to occur**. Suitable forging habitat is present in Prairie City SVRA. Golden eagle was observed in Prairie City SVRA, presumably foraging (State Parks 2016). This species is not expected to nest in Prairie City SVRA.
Burrowing owl *Athene cunicularia* (burrow sites)	–	SSC	Coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, and valley and foothill grassland. Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	**Known to occur**. Suitable grassland and burrow habitat are present within Prairie City SVRA and an individual was observed overwintering (State Parks 2016).
Swainson's hawk *Buteo swainsoni* (nesting)	–	ST	Great Basin grassland, riparian forest, riparian woodland, valley and foothill grassland. Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	**Known to occur**. Suitable nest trees are present in Prairie City SVRA and there is suitable foraging habitat within grasslands. Nesting has been confirmed in Prairie City SVRA (State Parks 2016).

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence[2]
Northern harrier *Circus cyaneus* (nesting)	–	SSC	Coastal scrub, Great Basin grassland, marsh and swamp, riparian scrub, valley and foothill grassland, and wetlands. Coastal salt and fresh-water marsh. Nest and forage in grasslands, from salt grass in desert sink to mountain cienagas. Nests on ground in shrubby vegetation, usually at marsh edge; nest built of a large mound of sticks in wet areas.	**Known to occur**. Suitable nesting habitat is present in Prairie City SVRA. Northern harrier was observed in Prairie City SVRA during the breeding and nonbreeding season (State Parks 2016).
Olive-sided flycatcher *Contopus cooperi* (nesting)	–	SSC	Lower montane coniferous forest, redwood, upper montane coniferous forest. Nesting habitats are mixed conifer, montane hardwood-conifer, Douglas fir, redwood, red fir and lodgepole pine. Most numerous in montane conifer forests where tall trees overlook canyons, meadows, lakes or other open terrain.	Not expected to occur. Prairie City SVRA is outside of the current known breeding range for this species. Olive-sided flycatcher has been observed passing through Prairie City SVRA during migration (State Parks 2016).
White-tailed kite *Elanus leucurus* (nesting)	–	FP	Cismontane woodland, marsh and swamp, riparian woodland, valley and foothill grassland, and wetlands. Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	**Known to occur**. Suitable nesting habitat is present in Prairie City SVRA. White-tailed kite was observed foraging in Prairie City SVRA (State Parks 2016).
Bald eagle *Haliaeetus leucocephalus*	FD	SE FP	Lower montane coniferous forest, old growth. Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	**Known to occur.** Suitable foraging or nesting habitat is not present in Prairie City SVRA. Although rare, bald eagle has been detected flying over Prairie City SVRA (State Parks 2016).
California black rail *Laterallus jamaicensis coturniculus* (year round)	–	ST, FP	Brackish marsh, freshwater marsh, marsh and swamp, salt marsh, wetland. Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.	Not expected to occur. Prairie City SVRA is outside of the current known geographical range for this species.
Loggerhead shrike *Lanius ludovicianus* (nesting)	_	SSC	Forages and nests in grasslands, shrublands, and open woodlands. Nests in trees and shrubs.	**Known to occur**. Suitable habitat is present in Prairie City SVRA Loggerhead shrike has been observed at Prairie City SVRA during the breeding and nonbreeding seasons (State Parks 2016)

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence[2]
Bank swallow *Riparia riparia* (nesting)	–	ST	Riparian scrub, riparian woodland. Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	Not expected to occur. Suitable bank or cliff habitat is not present at Prairie City SVRA.
Yellow warbler *Setophaga petechia* (nesting)	_	SSC	Nests and forages in riparian communities, preferably with willow, cottonwood, aspen, sycamore, or alder.	Not expected to occur. Prairie City SVRA is outside of the species' current known breeding range. Yellow warbler was observed passing through the Prairie City SVRA during migration (State Parks 2016).
Fish				
Steelhead - California Central Valley DPS *Oncorhynchus mykiss irideus* pop. 11	FT	–	Aquatic. Sacramento/San Joaquin flowing waters. Populations in the Sacramento and San Joaquin rivers and their tributaries.	Not expected to occur. The irrigation ditches and streams/creeks within the study area are not suitable habitat but this species is known to occur in the Sacramento River.
Invertebrates				
Crotch bumble bee *Bombus crotchii*	–	SC	Found primarily in California: mediterranean, Pacific coast, western desert, Great Valley, and adjacent foothills through most of southwestern California. Habitat includes open grassland and scrub. Nests underground.	**May occur.** Grasslands with floral resources, and nests sites may be present in Prairie City SVRA. Possible exit holes have been observed on elderberry shrubs in Prairie City SVRA (State Parks 2016).
Vernal pool fairy shrimp *Branchinecta lynchi*	FT	–	Valley and foothill grassland, vernal pool, wetland. Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	**Known to occur**. Suitable vernal pool habitat is present in Prairie City SVRA and this species was observed during surveys conducted at Prairie City SVRA in the 1990s and 2014 (State Parks 2016).
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	FT	–	Riparian scrub. Occurs only in the Central Valley of California, in association with blue elderberry (*Sambucus nigra* ssp. *caerulea*). Prefers to lay eggs in elderberries 2-8 inches in diameter; some preference shown for "stressed" elderberries.	**May occur**. Elderberry shrubs are present in Prairie City SVRA. Possible exit holes have been observed on elderberry shrubs in Prairie City SVRA (State Parks 2016)
Vernal pool tadpole shrimp *Lepidurus packardi*	FE	–	Valley and foothill grassland, vernal pool, wetland. Inhabits vernal pools and swales in the Sacramento Valley containing clear to highly turbid water. Pools commonly found in grass bottomed swales of unplowed grasslands. Some pools are mud-bottomed and highly turbid.	**Known to occur**. Suitable vernal pool habitat is present in Prairie City SVRA and this species was observed during surveys conducted at Prairie City SVRA in the 1990s (State Parks 2016).

Species	Listing Status[1] Federal	Listing Status[1] State	Habitat	Potential for Occurrence[2]
Mammals				
Pallid bat *Antrozous pallidus*	–	SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Tree roosting has also been documented in large conifer snags, inside basal hollows of redwoods and giant sequoias, and bole cavities in oaks. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	**May occur.** Suitable roost habitat is present in mature oak trees and in structural nooks, such as attics and eaves of buildings; however, this species is very sensitive to disturbances at roost sites, so it is unlikely to roost in riding areas.
Western red bat *Lasiurus blossevillii*	–	SSC	Cismontane woodland, lower montane coniferous forest, riparian forest, riparian woodland. Roosts primarily in trees, 2-40 feet above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.	**May occur**. Western red bat may forage in Prairie City SVRA. Suitable roost habitat is present in oak and riparian trees in Prairie City SVRA and vicinity.
American badger *Taxidea taxus*	–	SSC	Drier open shrub, forest, and herbaceous habitats with friable soils. Needs open, uncultivated land.	**May occur**. Limited suitable grassland habitat is present in Prairie City SVRA due to the high level of disturbance from motorized recreation use. American badger has not been detected during surveys or monitoring (State Parks 2016).

Note: CNDDB = California Natural Diversity Database

1. Legal Status Definitions

Federal:
FE Endangered (legally protected)
FT Threatened (legally protected)
FC Candidate

State:
FP Fully protected (legally protected)
SSC Species of special concern (no formal protection other than CEQA consideration)
SE Endangered (legally protected)
ST Threatened (legally protected)
CE Candidate

2. Potential for Occurrence Definitions

Not expected to occur: Species is unlikely to be present in the property due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

May occur: Suitable habitat is available in Prairie City SVRA; however, there are little to no other indicators that the species might be present.

Known to occur: The species, or evidence of its presence, was observed at Prairie City SVRA during surveys, or was reported by others.

Sources: CNDDB 2024; USFWS 2024.

References

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US Fish and Wildlife Service. 2024. Information for Planning and Conservation. Available online at: http://ecos.fws.gov/ipac/. Retrieved May 30, 2024.

Appendix C

Noise Modeling

Attenuation Calculations for Stationary Noise Sources

Table 1 represents the modeling conducted by Ascent to calculate attenuation for stationary noise sources for the Prairie City SVRA Road and Trail Management Plan. Table 1 includes the following steps taken as part of the modeling effort:

- Step 1: Identify the noise source and enter the reference noise level (dBA and distance).
- Step 2: Select the ground type (hard or soft), and enter the source and receiver heights.
- Step 3: Select the distance to the receiver.

Table 1 Attenuation Calculations for Stationary Noise Sources

	Step 1	Step 2			Step 3
Noise Source/ID	Reference Noise Level at a Specified Distance[1]	Attenuation Characteristics: Ground Type (soft/hard)[1,2]	Attenuation Characteristics: Source Height (ft.)[1]	Attenuation Characteristics: Receiver Height (ft.)[1]	Attenuated Noise Level at Receptor[1, 3, 4, 5]
Operational Measurement - Site 1 Noise Level Measurement[1]	4.3 dBA at 1,900 ft.	hard	8	5	47.5 dBA at 1,200 ft.
Attenuated Operational Sound Level[1]	47.5 dBA at 1,900 ft.	hard	8	5	51.5 dBA at 1,200 ft.
Construction Noise[1]	85.0 at 50 ft.	hard	8	5	54.9 dBA at 1,600 ft.

Notes:

1 The noise source/ID, reference noise level at a specified distance, attenuation characteristics, and distance for the receptor receiving the attenuated noise are inputs into the model.

2 Computation of the ground factor is based on the equation presentd in Table 4-26 on pg. 86 of FTA 2018, where the distance of the reference noise leve can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1). For this analysis, a ground factor of zero was used.

3 Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

4 Computation of the attenuated noise level is based on the equation presented on pg. 176 and 177 of FTA 2018.

5 The attenuated noise level is an output and is presented in the written analysis. The distance of the receptor locations is an input in the model.

Sources: Modeled by Ascent in 2023; Federal Transit Association. 2018 (September). Transit Noise and Vibration Impact Assessment. Washington, D.C. Available: http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed: March 5, 2020.

Distance Propagation Calculations for Stationary Sources of Ground Vibration

The modeling to determine the distance propagation calculations for stationary sources of ground vibration conducted by Ascent for the Prairie City SVRA Road and Trail Management Plan are presented below. The anlaysis is presented as steps in the modeling process.

Step 1: Determine units in which to perform calculation.

- If vibration decibels (VdB), then use Table A and proceed to Steps 2A and 3A.
- If peak particle velocity (PPV), then use Table B and proceed to Steps 2B and 3B.

Step 2A: Identify the vibration source and enter the reference vibration level (VdB) and distance.

Step 3A: Select the distance to the receiver.

Table A Propagation of Vibration Decibels (VdB) with Distance

Noise Source/ID[1]	Reference Vibration Level (VdB) at a Specified Distance[1]	Attenuated Vibration Level (VdB) at Receptor[1, 2]
Bulldozer (Construction Vibration)	87 VdB at 25 ft.	79.9 VdB at 43 ft.

Notes: The Lv metric (VdB) is used to assess the likelihood for vibration to result in human annoyance.

1 The noise source/ID, reference vibration level at a specified distance, and distance for the receptor receiving the attenuated vibration are inputs into the model.

2 The attenuated vibration level is an output and is presented in the written analysis. The distance of the receptor location is an input in the model.

Source: Modeled by Ascent in 2023.

Step 2B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

Step 3B: Identify the vibration source and enter the reference peak particle velocity (PPV) and distance.

Table B Propagation of Peak Particle Velocity (PPV) with Distance

Noise Source/ID[1]	Reference Vibration Level (PPV) at a Specified Distance[1]	Attenuated Vibration Level (PPV) at Receptor[1, 2]
Bulldozer (Construction Vibration)	0.089 PPV at 25 ft.	79.9 VdB at 43 ft.

Notes: The PPV metric (in/sec) is used for assessing the likelihood for the potential of structural damage.

1 The noise source/ID, reference vibration level at a specified distance, and distance for the receptor receiving the attenuated vibration are inputs into the model.

2 Computation of propagated vibration levels is based on the equations presented on pg. 185 of FTA 2018. Estimates of attenuated vibration levels do not account for reductions from intervening underground barriers or other underground structures of any type, or changes in soil type.

Sources: Modeled by Ascent in 2023; Federal Transit Association. 2018 (September). Transit Noise and Vibration Impact Assessment*. Washington, D.C. Available: http://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.*