ATTACHMENT "A"

RESOLUTION NO. 2009-014

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONA, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOOTHILL PARKWAY WESTERLY EXTENSION PROJECT; ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the Foothill Parkway Westerly Extension project (the "Project") is under consideration by the City of Corona (the "City"); and

WHEREAS, the Project would result in the westerly extension of Foothill Parkway as a four-lane roadway from its existing terminus approximately 600 feet west of Skyline Drive to Green River Road for a distance of approximately two miles; and

WHEREAS, pursuant to the California Environmental Quality Act (Public Res. Code, §§ 21000 et seq.) ("CEQA"), the State CEQA Guidelines (14 Cal. Code Regs. §§ 15000 et seq.), and the Corona CEQA Guidelines, the City determined that an Environmental Impact Report ("EIR") should be prepared pursuant to CEQA in order to analyze all potential adverse environmental impacts of the Project; and

WHEREAS, the City issued a Notice of Preparation ("NOP") of a Draft EIR on or about July 11, 2007 and circulated the NOP until August 10, 2007; and

WHEREAS, the City solicited comments from potential responsible agencies; and

WHEREAS, the City received nine (9) written comments in response to the NOP, which assisted the City in narrowing the issues and alternatives for analysis in the Draft EIR; and

WHEREAS, on or about August 27, 2008 the City mailed a Notice of Completion and Availability to the State Office of Planning and Research; and

WHEREAS, on or about September 2, 2008 the City released the Draft EIR (the "Draft EIR") for public review and comment for a 45-day period that ended on October 16, 2008; and

WHEREAS, on or about September 2, 2008, the City published a Notice of Availability in a newspaper of general circulation in the Project area, filed the Notice of Availability with the Riverside County Clerk's Office, and placed copies of the Notice of Availability at the City of Corona Clerk's Office, the Corona Public Library, the Corona Community Development and Public Works Departments, and on the internet homepage for the Project, www.foothillwest.com. The Notice of Availability was also mailed to public agencies, special districts, members of the public, and interested parties. Copies of the Draft EIR were available at the public counters of the City's Community Development and Public Works Departments, the City Public Library, and online at the City's and the Project's internet websites; and

WHEREAS, pursuant to State CEQA Guidelines section 15086 and Corona CEQA Guidelines Section 7.06, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others during the 45-day comment period; and

WHEREAS, the City received forty-seven (47) written comments during the public review period for the Draft EIR; and

WHEREAS, the City prepared the Final EIR, which consisted of the Draft EIR, errata to the Draft EIR, comments and responses to comments on the Draft EIR, and a proposed Mitigation Monitoring and Reporting Program (collectively, the "Final EIR") and, pursuant to Public Resources Code Section 21092.5, the City provided copies of the Final EIR to all commenting agencies and persons requesting copies of the responses; and

WHEREAS, the City Council of the City of Corona (the "City Council") held a public study session on January 20, 2009, at which time the Project and its Final EIR were discussed by City staff and comments were made to the City Council by members of the public; and

WHEREAS, the City Council of the City of Corona (the "City Council"), at its regularly scheduled public meeting on February 4, 2009, considered and reviewed the Final EIR; and

WHEREAS, as contained herein, the City has endeavored in good faith to set forth the basis for its decision on the Project; and

WHEREAS, all the requirements of CEQA, the State CEQA Guidelines, and the Corona CEQA Guidelines have been satisfied by the City in the Final EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the Final EIR prepared in connection with the Project sufficiently analyzes both the feasible Mitigation Measures necessary to avoid or substantially lessen the

Project's potential environmental impacts and a range of feasible alternatives capable of eliminating or reducing these effects in accordance with CEQA, the State CEQA Guidelines, and the Corona CEQA Guidelines; and

WHEREAS, all of the findings and conclusions made by the City Council pursuant to this Resolution are based upon the oral and written evidence presented to it as a whole and not based solely on the information provided in this Resolution; and

WHEREAS, environmental impacts identified in the Final EIR which the City finds are less than significant and do not require mitigation are described in Section 2 hereof; and

WHEREAS, environmental impacts identified in the Final EIR as potentially significant but which the City finds can be mitigated to a level of less than significant, through the imposition of feasible Mitigation Measures identified in the Final EIR and set forth herein, are described in Section 3 hereof; and

WHEREAS, environmental impacts identified in the Final EIR as potentially significant but which the City finds cannot be fully mitigated to a level of less than significant, despite the imposition of all feasible Mitigation Measures identified in the Final EIR and set forth herein, are described in Section 4 hereof; and

WHEREAS, alternatives to the Project that might eliminate or reduce significant environmental impacts are described in Section 8 hereof; and

WHEREAS, prior to taking action, the City Council has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including the Final EIR, and all oral and written evidence presented to it during all meetings; and

WHEREAS, the Final EIR reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, no comments made in the public meetings conducted by the City or any additional information submitted to the City have produced substantial new information requiring recirculation or additional environmental review under State CEQA Guidelines Section 15088.5 and Corona CEQA Guidelines Section 7.26; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Corona, California, as follows:

SECTION 1: FINDINGS.

At a regular session assembled on February 4, 2009 the City Council determined that, based on all of the evidence presented, including but not limited to the Final EIR, written and oral testimony given at meetings, and submission of testimony from the public, organizations and regulatory agencies, the following environmental impacts associated with the Project are: (1) less than significant and do not require mitigation; or (2) potentially significant and each of these impacts will be avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified Mitigation Measures.

SECTION 2: RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION.

The City Council hereby finds that the following potential environmental impacts of the Project are less than significant and therefore do not require the imposition of Mitigation Measures.

A. LAND USE & PLANNING

Impact 5.1-2. The Project would not result in inconsistencies with relevant planning policies. (Draft EIR, p. 5.1-14.)

Supporting Explanation. The westerly extension of Foothill Parkway is identified within the City of Corona General Plan as being required to help alleviate congestion on the east/west routes within the City. (*Id.*) The proposed alignment was reviewed in the Draft EIR and determined to be consistent with the following regional plans: Riverside County Comprehensive General Plan (RCCGP) (*Id.*), South Corona Community Facilities Plan (CFP) (Draft EIR, p. 5.1-15), Regional Transportation Improvement Program (RTIP) (*Id.*), Regional Transportation Plan (RTP) (*Id.*), and Regional Comprehensive Plan and Guide (RCPG) (*Id.*).

B. PUBLIC HEALTH & SAFETY

Impact 5.3-2. Project implementation would not create a significant hazard to the public or the environment through the route transport, use, or disposal of hazardous materials. (Draft EIR, p. 5.3-13.)

Supporting Explanation. The proposed extension of Foothill Parkway would serve as a secondary four-lane roadway as identified by the City of Corona General Plan Circulation Element. Although Foothill Parkway is not identified as a truck route within the City's General Plan, the potential exists for the incidental transport of materials and chemicals along Foothill Parkway that meet the definition of "hazardous". Delivery trucks often haul "household" chemicals commonly found in grocery store and/or commercial uses, such as cleaning products

and pesticides. In addition, small amounts of hazardous materials may be found in solvents and chemicals used for road maintenance and landscaping. Several Federal, State, and local regulatory agencies that oversee hazardous materials transportation and enforce regulations related with incidental transport of hazardous materials throughout the State. With proper use and disposal, these chemicals are not expected to result in hazardous or unhealthful conditions for nearby residents or maintenance workers. (Draft EIR, p. 5.3-13.) This impact is less than significant.

Impact 5.3-5. Project implementation would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. (Draft EIR, p. 15.)

Supporting Explanation. The proposed alignment includes native drought-tolerant species and ornamental landscaping. (*Id.*) The proposed alignment traverses the boundary of the Cleveland National Forest and is within close proximity to an existing brush fire area. Although the proposed extension of Foothill Parkway in and of itself does not pose a fire risk, the final design would be subject to review by the City of Corona Fire Department to ensure that fire regulations are met, such as ensuring adequate brush clearance of flammable vegetation to prevent the spread of fire, the provision of fire hydrants, and adequate roadway design to provide for the efficient movement of fire equipment. (*Id.*) The new roadway alignment would also serve as a barrier between surrounding urban and wildland interface areas that are particularly vulnerable to wildfire/wildland threats. (*Id.*) This impact is less than significant.

C. TRAFFIC AND CIRCULATION

Impact 5.4-2: The proposed alignment would not cause an increase in traffic which is substantial relative to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). (Draft EIR, p. 5.4-16.)

Supporting Explanation. The proposed Project would result in the redistribution of traffic in the vicinity of the roadway extension. Analysis has concluded that due to circulation and access improvements implemented as part of the City of Corona General Plan, deterioration in Levels of Service ("LOS") within the Project area is anticipated to occur at some locations. However, the deterioration in levels of service is within the criteria set by the City of Corona General Plan Circulation Element Policy 6.1.6. In other locations within the Project area, increased levels of service are expected. (*Id.*)

Draft EIR Table 5.4-7 (Forecast Year 2010 With Project Conditions) and Table 5.4-8 (Forecast Year 2025 With Project Conditions) show that all intersections all operate at the City's Level of Service standard, "D", with the exception of one intersection, which pursuant to City of Corona General Plan Circulation Element Policy 6.1.6 is considered to be a critical link and therefore allowed to operate at Level of Service "E". (Draft EIR, p 5.4-25.) Relevant roadway

segments of Mangular Avenue and Border Avenue are also expected to operate at Level of Service "A". (Draft EIR, pp. 5.4-25 to 5.4-26.) Furthermore, a Focused Neighborhood Traffic Study showed that potential increases in cut-through traffic would still not exceed the designated capacity for the relevant collector roadways. (Draft EIR, pp. 5.4-26 to 5.4-27.) This impact is less than significant.

Impact 5.4-3. Implementation of the Project would not exceed, either individually or cumulatively, a LOS standard established by the CMP agency for designated roads or highways. (Draft EIR, p. 5.4-27.)

Supporting Explanation. The Riverside County Congestion Management Program facilities located within the Project area are State Route 91 (SR-91) and Interstate 15 (I-15). Volume changes associated with the proposed Project on SR-91 and I-15 are minor. On SR-91, west of Green River Road, and on I-15, south of El Cerrito Road, less than a 1% increase in average daily trips (ADT) is expected. (*Id.*) On SR-91, between Green River Road and the SR-91/I-15 interchange, and on I-15, between El Cerrito Road and the SR-91/I-15 interchange, model volume ADT's are expected to decrease, ranging from 0% to 4%, with an average 1.8% decrease. These expected increases and decreases are minor, and are within expected tolerances of the model. (*Id.*)

As identified in the CMP, State Route 91 (SR-91) between State Route 71 and Interstate 15 (I-15) had a LOS of "F" in 1991 when the CMP was first established, and therefore, is exempt from CMP requirements. As identified in the CMP, I-15 operates at a deficient LOS (LOS F) based on floating car runs. Therefore, the proposed Project would not cause a nearby CMP facility to change to deficient LOS (LOS F), and no CMP impact is forecast to occur. (*Id.*) This impact is less than significant.

Impact 5.4-5. Project implementation would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). (Draft EIR, p. 5.4-33.)

Supporting Explanation. Consistent with the City of Corona General Plan Circulation Element, a Class II Bike Lane is proposed along the Foothill Parkway Westerly Extension. (*Id.*) A Class II Bike Lane provides a striped lane for one-way bike travel on a street or highway for bicyclists. Currently, access to regional trails in Cleveland National Forest is provided via the Project site. The design of the Project will allow for continued access to these trails and private property located within the Cleveland National Forest. (*Id.*)

No transit lines are located or proposed within the Project site. However, potential impacts to the City's bus routes in the area would be minimized by advanced coordination with the transit providers and notifications. (*Id.*) Furthermore, the proposed alignment would help accommodate planned circulation needs of the future. This is viewed as a positive impact to the circulation needs of the City. (*Id.*) This impact is less than significant.

Impact 5.4-6. The Project would not result in inadequate emergency access. (Draft EIR, p. 5.4-33.)

Supporting Explanation. There are many properties, both adjacent to the proposed roadway and in remote locations, whose access will be impacted by the proposed Foothill Parkway extension. In order to maintain access to these locations, points of connection will be made along Foothill Parkway at key locations. (*Id.*)

The design of the proposed access locations would allow for adequate vehicular and emergency access to public roadways. (Draft EIR, p 5.4-34.) Additionally, the proposed Project will provide an additional east/west corridor in the City for emergency vehicles to reach their destinations, as well as for emergency evacuations. The proposed connections to Border Avenue and Chase Drive/Mangular Avenue will allow for emergency ingress and egress for the adjacent neighborhoods. (*Id.*) The current layout of fire station locations within the City was planned based on the City's General Plan Circulation Element, which assumes the extension of Foothill Parkway and connections to Border Avenue and Chase Drive/Mangular Avenue would be constructed. (*Id.*) This impact is less than significant.

D. AIR QUALITY

Impact 5.5-2. Long-term mobile emissions would occur as a result of Project implementation, but would not violate air quality standards or contribute to an existing or projected air quality violation or expose sensitive receptors to substantial pollutant concentrations. (Draft EIR, p. 5.5-24.)

Supporting Explanation. Unlike land development projects, which include residential, commercial, or retail developments, transportation-related projects do not directly create vehicle trips. Instead, transportation-related projects typically result in the redistribution of traffic along the local and regional transportation networks. Therefore, the SCAQMD required carbon monoxide (CO) screening to determine if the potential exists for air quality impacts due to the redistribution of traffic associated with the proposed Foothill Parkway extension. (*Id.*)

CO is the primary criteria pollutant and is directly emitted from mobile sources; thus CO levels are usually indicative of the local air quality generated by a roadway network and are used as an indicator of its impacts upon local air quality. (Draft EIR, p. 5.5-25.) Draft EIR Table 5.5-8 demonstrates that traffic volumes in the Project vicinity would be less than those of the two worst-case intersections analyzed in the 2003 Air Quality Management Plan ("AQMP"), which nevertheless did not exceed Federal or State CO concentration standards. (*Id.*) Impacts associated with long-term operational emissions are less than significant.

Furthermore, Draft EIR Tables 5.5-10 and 5.5-11 show that Volatile Organic Compound (VOC) and Diesel Particulate Matter (DPM) emissions will be reduced significantly over time along the proposed alignment of the Project. (Draft EIR, pp. 5.5-27 to 5.5-28.) Based upon this, improvements in diesel cleanliness as per CARB's Diesel Risk Reduction Plan, analysis by the

US EPA regarding the effects of existing and newly promulgated mobile source control programs, and the fact that roadways that have daily traffic volumes below 140,000 to 150,000 average daily trips do not contain enough traffic to generate particulate matter that would result in an adverse impact, this impact is considered to be less than significant. (Draft EIR, pp. 5.5-28 to 5.5-29.)

Impact 5.5-3. The proposed roadway alignment would be consistent with the implementation of the Air Quality Management Plan of the South Coast Air Quality Management District.

Supporting Explanation. On an operational basis, the project is a roadway extension and, as it is an "infrastructure project," is classified as an indirect source by the SCAQMD . As such, direct emissions from the project are not quantified as it is not a trip generating project (rather vehicle trips are redistributed, new trips are not created). (Draft EIR, pp. 5.5-29 to 5.5-30.) The proposed westerly extension of Foothill Parkway has been master planned by both the City and the County (in the General Plans) since the 1980's, as both agencies recognized the desirability of developing a high-grade arterial which would facilitate continuous east/west travel across the City. (Draft EIR, p. 5.5-30.) Therefore, both the County and the City have identified the proposed westerly extension of Foothill Parkway, as well as its consistency within the Circulation Element of both General Plans. The proposed westerly extension of Foothill Parkway is also included in the South Corona Community Facilities Plan (CFP). (*Id.*) Therefore, the proposed alignment would be consistent with the AQMP and would result in less than significant impacts. (*Id.*)

E. NOISE

Impact 5.6-3. Stationary noise impacts associated with the proposed alignment are anticipated to be minimal, and would not result in the exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. (Draft EIR, p. 5.6-53)

Supporting Explanation. Due to the scope and nature of the proposed alignment, no long-term stationary noise impacts have been identified. (*Id.*) Stationary noise sources are generally associated with commercial and industrial developments involving mechanical equipment, trash compactors, loading areas, parking areas, heating, and ventilation units. (*Id.*) No noise generating stationary operations are anticipated to be implemented into the Project design. (*Id.*) This impact is less than significant.

F. BIOLOGICAL RESOURCES

Impact 5.7-3. Construction of the proposed alignment would result in the loss of approximately 54.14 acres of native habitat and 22.01 acres of non-native habitat. (Draft EIR, p. 5.7-47.) Removing or altering habitats on the Project site would result in the loss of small

mammals, reptiles, amphibians, and other slow-moving animals that live in the Project's direct impact area. More mobile wildlife species that are now using the Project site would be forced to move into the remaining areas of open space, which would consequently increase competition for available resources in those areas. This situation would result in the loss of individuals that cannot successfully compete. (Draft EIR, p. 5.7-48.) With compliance with the Western Riverside County MSHCP, impacts would be less than significant. (Draft EIR, p. 5.7-48.)

Supporting Explanation. The loss of native and non-native habitats that provide wildlife habitat is considered an adverse impact. However, the Project site has not been identified as an area to be conserved by the MSHCP (i.e., it is not located within the Criteria Area). (*Id.*) Therefore, impacts on these vegetation types are considered adverse but mitigated by the City of Corona's participation in the MSHCP. Therefore, no mitigation would be required beyond the provisions contained in the MSHCP. (*Id.*) This impact is less than significant.

G. HYDROLOGY AND WATER QUALITY

Impact 5.9-3. Implementation of the proposed alignment would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would not drop to a level which would not support existing land uses or planned uses for which permits have been granted. (Draft EIR, p. 5.9-22.)

Supporting Explanation. The proposed alignment would not require additional entitlements or resources regarding groundwater supplies. (*Id.*) Any water for irrigation purposes would be negligible since the Project proposes the use of native drought tolerant species, consistent with City-approved landscaping themes, the City would require the Project to use reclaimed water for irrigation. (*Id.*) Therefore, the proposed alignment would not deplete groundwater supplies. As such, impacts would be less than significant in this regard and no mitigation would be required.

The Project site is located within the Santa Ana Watershed, which encompasses 153.2 square miles. (*Id.*) According to the Water Quality Assessment, as compared to the size of the watershed, the size of the Project area is insignificant (less than one percent). While the Project would create new impervious area, the impact it generates would be inconsequential when compared to the total watershed area. (*Id.*) Existing culverts and control structures that divert and regulate water to the City of Corona Department of Water & Power's recharge ponds would be lengthened and/or relocated if determined necessary during development of final design plans. (*Id.*) Therefore, the proposed alignment would result in a less than significant impacts related to groundwater recharge.

Impact 5.9-4. The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. (Draft EIR, p. 5.9-22.)

Supporting Explanation. The proposed alignment would increase the impervious area by approximately 21.6 acres. According to the Water Quality Assessment, the overall impact this represents to the Santa Ana Watershed is insignificant as the impact is less than one percent of the entire watershed area. (Draft EIR, p. 5.9-23.) Furthermore, storm water runoff from the proposed alignment would drain into concrete lined engineered flood control channels, which controls the discharge from the Project and prevents erosion. (*Id.*) Additionally, proposed landscaping along the hillside and slope areas would help to prevent erosion. (*Id.*)

Proposed culverts, channels, and main line storm drains associated with the proposed alignment for both on-site and off-site drainage facilities would be designed to accommodate peak flow rates and debris loads under the Project condition; thereby preventing increased flows that would exceed the capacity of downstream drainage systems. (*Id.*) The Water Quality Assessment has determined that the proposed alignment would not cause a hydrologic condition of concern, since runoff from the Project site drains to engineered channel facilities. The increase in runoff volume caused by the proposed Project is insignificant. (*Id.*) As a result, Project implementation would not significantly alter the existing drainage pattern of the area resulting in substantial erosion or siltation on-site or in the project vicinity. Therefore, this impact is less than significant.

Impact 5.9-5. The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. (*Id.*)

Supporting Explanation. The development of the proposed alignment would alter the drainage pattern within the Project site through the introduction of impervious surfaces. (*Id.*) Any water that is anticipated to drain off-site would be required by the City and County to drain into a storm drain infrastructure. As noted above, storm water runoff from the proposed alignment would drain into concrete lined engineered flood control channels. Proposed storm drainage improvements would be designed to accommodate existing and anticipated future runoff volumes and flow rate. (Draft EIR, p. 5.9-24.) As noted above, the increase in runoff volume caused by the proposed Project is insignificant. Additionally, detention basins, culverts, channels, main line storm drains, and other runoff conveyance facilities associated with the proposed alignment would have a design capacity adequate to operate under projected runoff and debris loads. (*Id.*) Therefore, storm drain improvements associated with the proposed alignment would reduce potential flooding impacts related to stormwater runoff to a less than significant level.

Impact 5.9-7. The Project would not be subject to inundation by seiche, tsunami, mudflow, or dam failure. (Draft EIR, p. 5.9-27.)

Supporting Explanation. The potential for tsunamis impacting the proposed roadway alignment is not considered a risk due to the Project site's distance from the Pacific Ocean and the absence of lakes or large bodies of water in the immediate area. (*Id.*) The two dams

containing Lake Matthews are at risk for inundation by a seiche as a result of seismic hazards. Failure of either dam would cause flooding along the Temescal Wash in the eastern and northeastern portions of the City. As such, Lake Matthews does not pose a significant flood risk to the Project site. (*Id.*) The flow pattern from Prado Dam is westward away from Corona, and as a result Prado Basin and Dam do not pose a significant flood risk to the Project site. (*Id.*) The proposed alignment would cross over the Mabey Canyon Debris Basin. The basin is used for flood control and typically does not retain water year round. The proposed roadway alignment would not result in the redirection of flood flows in a manner that would subsequently lead to the loss of adequate flood conveyance in the City. (*Id.*) Lastly, the Project would be required to comply with various regulatory requirements concerning the debris basin. (*Id.*) Therefore, flooding impacts related to inundation by seiche, tsunami, mudflow, or dam failure would be less than significant.

H. GEOLOGIC AND SEISMIC HAZARDS

Impact 5.10-5. Implementation of the proposed alignment has a low potential of exposing people to seismically induced landslides. (Draft EIR, p. 5.10-24.)

Supporting Explanation. According to the Geotechnical Study, no existing landslides have been mapped along the alignment of the Project site. However, the potential for heavily sheared and fractured material should be considered due to the proximity of the alignment of the Whittier-Elsinore Fault Zone. (*Id.*) If left untreated, areas of weak materials would have the potential to be subject to movement triggered by strong seismic shaking and, therefore, adverse conditions could occur. (*Id.*) However, during the design phase of the proposed alignment, areas that are found to contain weak materials would be investigated and thus, remedial grading options would be developed to stabilize materials that are susceptible to seismic landslide movement. (*Id.*) This impact is less than significant.

SECTION 3: RESOLUTION REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT.

The City Council hereby finds that Mitigation Measures have been identified in the Draft EIR which will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts and the Mitigation Measures which will reduce them to a less then significant level are as follows:

A. LAND USE

Impact 5.1-1. Implementation of the proposed project alignment may result in land use compatibility and access impacts to surrounding uses. (Draft EIR, p. 5.1-10.)

Finding. The following Mitigation Measures will mitigate potential impacts related to land use compatibility and access to surrounding uses to less than significant levels.

Mitigation Measure 5.4-1a. Refer to Impact 5.4-1, below.
Mitigation Measure 5.4-1b. Refer to Impact 5.4-1, below.
Mitigation Measure 5.5-1a. Refer to Impact 5.5-1, below.
Mitigation Measure 5.5-1b. Refer to Impact 5.5-1, below.
Mitigation Measure 5.5-1c. Refer to Impact 5.5-1, below.
Mitigation Measure 5.5-1d. Refer to Impact 5.5-1, below.
Mitigation Measure 5.6-1a. Refer to Impact 5.5-1, below.
Mitigation Measure 5.6-1b. Refer to Impact 5.6-1, below.
Mitigation Measure 5.6-1c. Refer to Impact 5.6-1, below.
Mitigation Measure 5.6-1d. Refer to Impact 5.6-1, below.
Mitigation Measure 5.6-1e. Refer to Impact 5.6-1, below.
Mitigation Measure 5.6-1f. Refer to Impact 5.6-1, below.
Mitigation Measure 5.6-1g. Refer to Impact 5.6-1, below.
Mitigation Measure 5.6-2. Refer to Impact 5.6-2, below.

Supporting Explanation. As the Project site is currently undeveloped, the existing adjacent residential uses to the north of the Project site had the benefit of being located adjacent to undeveloped open space. However, the City has acknowledged and anticipated the construction of Foothill Parkway as part of the City of Corona General Plan. (Draft EIR, p. 5.1-13.) The proposed alignment is considered compatible with the existing City of Corona General Plan land use and zoning designations for undeveloped properties that adjoin the site to the north, east, south, and west. (*Id.*) It should also be noted that the proposed alignment would ease traffic congestion on surrounding roads, thereby benefiting the community. (*Id.*)

Although the proposed westerly extension of Foothill Parkway would alter current conditions along the alignment, implementation of design features such as the location of the proposed alignment area, balancing earthwork, providing wildlife corridors, landscaping and multi-purpose trails would serve to minimize impacts to adjacent uses. (*Id.*) Potential compatibility impacts would be mitigated to less than significant levels with implementation of the Mitigation Measures identified in association with short-term and long-term noise, traffic, air quality, and aesthetics impacts, as analyzed in the applicable sections of the Draft EIR. (*Id.*)

B. AESTHETICS, LIGHT, AND GLARE

Impact 5.2-4. Development of the proposed alignment would introduce new sources of light and glare into the Project area. (Draft EIR, p. 5.2-58.)

Finding. Implementation of the following Mitigation Measures will ensure that long-term light and glare impacts are reduced to less than significant levels.

Mitigation Measure 5.2-4a. Traffic signal and streetlights shall comply with the City of Corona's *Street Light Standard* (Standard Plan 502-0), in consultation with the City Public Works Department.

Mitigation Measure 5.2-4b. All on-site street lighting shall utilize directional lighting techniques and low wattage bulbs that direct light downwards and minimize light spillover, without compromising sit safety or security. Lighting fixtures shall use shielding, if necessary, to prevent spill lighting on adjacent off-site uses. Streetlights shall include high-pressure sodium vapor luminaire with 240 volt, swing down power module integral regulator ballast and lexan or glass refractor.

Supporting Explanation. Headlights from travelers along Foothill Parkway, as well as new traffic signals, would increase light and glare within the area. Due to the orientation of the proposed roadway, vehicle headlights would not be directed onto sensitive receptors near the Project site. In areas where headlights may increase, existing roadways are present and other light sources are currently present. Furthermore, existing topography vegetation, and walls, as well as proposed landscaping would reduce increased light and glare impacts. Therefore, light and glare impacts associated with increased vehicle headlights and light from traffic signals would be less than significant. (Final EIR, p. E-3; Draft EIR Figures 5.2-2A to 5.2-2C.)

Also, with implementation of Mitigation Measure 5.2-4a, the Project would be developed in accordance with the City of Corona's *Street Light Standard* (Standard Plan 502-0), and in consultation with the City Public Works Department. (Draft EIR, p. 5.2-58.) Implementation of Mitigation Measure 5.2-4b would ensure that all street lighting would utilize directional lighting techniques and low wattage bulbs that direct light downwards and minimize light spill-over, without compromising site safety or security. (*Id.*) Lighting fixtures would use shielding, if necessary, to prevent spill-over lighting onto adjacent off-site uses. (*Id.*) Additionally, streetlights would include high-pressure sodium vapor luminaire with 240 volt, swing down power module integral regulator ballast and lexan or glass refractor. (Draft EIR, pp. 5.2-58 to 5.2-59.) Upon implementation of Mitigation Measures 5.2-4a and 5.2-4b, this impact would be less than significant. (*Id.*)

C. PUBLIC HEALTH AND SAFETY

Impact 5.3-1. Construction activities associated with the proposed alignment have the potential to encounter known hazardous materials or wastes. (Draft EIR, p. 5.3-11.)

Finding. Implementation of the following Mitigation Measures will reduced impacts related to hazardous materials or wastes to less than significant levels.

Mitigation Measure 5.3-1a. The interior of individual structures shall be visually inspected prior to demolition or renovation activities (if necessary). If hazardous materials are encountered, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling would indicate the appropriate level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana

RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.

Mitigation Measure 5.3-1b. Prior to property acquisition, the presence or absence of septic tanks, underground storage tanks, as well as the presence or absence of hydraulic lifts located within the former automobile shop (APN 102-320-009) shall be confirmed by the City, or designee, through an interview with the current owner of the property. If present, the specific location of the tanks shall be identified, removed, and properly disposed of at an approved landfill facility, under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Once the tanks are removed, a visual inspection of the areas beneath and around the removed tanks shall be performed, by the appropriate agency. Any stained soils observed underneath the septic tanks shall be sampled. Results of the sampling, if necessary, would indicate the level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.

Mitigation Measure 5.3-1c. All miscellaneous debris (i.e., wood, concrete, 55-gallon drums, miscellaneous household debris, automobiles, scrap metal, and plastic piping, etc.) shall be removed and disposed of at an approved landfill facility prior to construction activities under the purview of the appropriate agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. Results of the sampling, if necessary, would indicate the level of remediation efforts that may be required. Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.

Mitigation Measure 5.3-1d. Any transformers or hydraulic lifts to be relocated during construction shall be conducted under the purview of the local utility purveyor to identify property-handling procedures regarding potential PCBs.

Mitigation Measure 5.3-1e. The terminus of the undocumented metal pipe shall be defined to determine if any undocumented UST exists. Should a UST be present, the tank shall be removed and properly disposed of at an approved landfill facility. Once the UST is removed, a visual inspection of the areas beneath and around the removed UST shall be performed. Any stained soils observed underneath the UST shall be sampled. Results of sampling, if necessary, would indicate the level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.

Mitigation Measure 5.3-1f. ASTs shall be removed and properly disposed of at an approved landfill facility. Once the ASTs are removed, a visual inspection of the areas beneath and around the removed ASTs shall be performed. Any stained soils observed underneath the ASTs shall be sampled. Results of the sampling, if necessary, would indicate the level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.

Mitigation Measure 5.3-1g. If unknown wastes or suspect materials are discovered during construction by the Project Contractor, which is thought to include hazardous waste and/or materials, the following shall occur:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City of Corona Fire Department
- Notify the Project Engineer of the implementing agency (the City of Corona);
- Secure the area as directed by the Project Engineer; and
- Notify the implementing agency's Hazardous Waste/Materials Coordinator. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title

22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.

Mitigation Measure 5.3-1h. Prior to construction, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act and California Occupational Safety and Health Administration certified building inspector to determine the levels of asbestos in structures should renovation or demolition occur. District Rule 1403 (Asbestos Emissions From Demolition/Renovation Activities) would be required for any demolition or renovation work involving asbestos-containing materials (ACMs). District Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACM. The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

Mitigation Measure 5.3-1i. Prior to construction, a survey shall be conducted to determine the presence or absence of lead-based paint. If lead-based paint is found, abatement shall be required before any demolition activities occur that would create a lead dust or fume hazard. Lead-based paint removal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead. The individual(s) performing lead-based paint removal shall provide evidence of certified training for lead-related construction work.

Mitigation Measure 5.3-1j. The specific location, use, and terminus of the on-site well (noted in building records) shall be defined. If located on the subject site, the well shall be surveyed and evaluated immediately prior to preceding with site development. Once the well is removed, any stained soils, if observed underneath the removed materials, shall be tested to identify appropriate remedial activities, if necessary. Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.

Mitigation Measure 5.3-1k. Prior to construction, within areas associated with known historic agricultural uses (eastern portion of the Project site), the City shall perform soil tests within the project grading limits to determine concentrations of pesticide and fungicide residues that may be present. Should contamination levels

be in excess of acceptable Federal, State, and/or County of Riverside levels, a remedial action plan (subject to approval by the Riverside County Department of Environmental Health and responsible regulatory agencies) shall be implemented to reduce contaminants to acceptable levels.

Supporting Explanation. The physical site inspection revealed that several potential RECs were observed within the immediate vicinity of the Project site. (*Id.*) Potential RECs observed within the Project site include two portable ASTs, a former automobile shop, one unidentified metal pipe extending out of the ground, miscellaneous debris (i.e., wood, concrete, 55-gallon drums, miscellaneous household debris, automobiles, scrap metal, and plastic piping, etc.), one metal storage container which appeared to be utilized as a storage structure, and pole mounted transformers. (Draft EIR, p. 5.3-12.) Demolition of structures that date pre-1978 could contain asbestos containing materials and lead-based paint, resulting in potential health hazards during demolition/renovation activities. (*Id.*)

Based on aerial photographs, structures situated along the western terminus of the alignment were constructed prior to 1968. Due to the age of the structures (prior to the banned use of ACMs and LBPs in 1978), the potential for these materials to be present in building materials is considered likely. *(Id.)* The significance and potential hazard associated with these materials as they relate to the proposed alignment exists only in the event these structures are modified or demolished during construction. In addition, eight regulatory properties associated with subsurface releases of hazardous materials are reported within one-quarter mile of the alignment. (*Id.*) A recognized environmental condition caused by one or more of these sites is considered to be low due to the groundwater flow direction, distance, and/or the status of the identified sites. (*Id.*)

In the event undiscovered hazardous material contamination is found in the soil or groundwater during construction activities, such contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances. To prevent potential health hazards to construction workers and the public from exposure to previously unknown contamination, Policy 10.1.3 in the Environmental Resources Element of the City's General Plan would require the suspension of construction activities when previously unknown soil or groundwater contamination is encountered and the implementation of appropriate health and safety procedures. (*Id.*) If contamination is identified, a remediation plan approved by the City and DTSC shall be implemented by the proposed Project. Mitigation Measure 5.3-1g would ensure compliance with Policy 10.1.3. (*Id.*) Implementation of Mitigation Measures 5.3-1a through 5.3-1k would ensure potential impacts related to hazardous materials and wastes would be reduced to less than significant levels. (*Id.*)

Impact 5.3-3. Construction activities associated with the proposed alignment have the potential to create a significant hazard to the public through foreseeable upset and accidental conditions. (Draft EIR, p. 5.3-13.)

Finding. Compliance with applicable Federal, State and local regulations, and implementation of the following Mitigation Measures, will ensure that impacts relating to the risk of upset and accidents during construction will be reduced to less than significant.

Mitigation Measure 5.3-3a. Prior to excavation/grading activities on the Project site, the City of Corona shall coordinate and provide preconstruction notification to purveyors with underground pipelines traversing the Project site prior to excavation/grading activities. Prior to excavation/grading activities on the Project site, the contractor shall obtain information on the location of underground pipelines located within the Project area, and any information regarding safety concerns of these pipelines.

Mitigation Measure 5.3-3b. Prior to excavation/grading activities on the Project site, the City of Corona shall coordinate the design and construction planning for the roadway extension over the MWD pipeline. At the discretion of the MWD, the MWD shall enter into an agreement with the City to allow its personnel to monitor grading and construction within 100 feet of the pipeline.

Mitigation Measure 5.3-3c. Prior to construction, Underground Service Alert (i.e., Dig Alert) shall be contacted at 811 in order to determine the location of underground pipelines. The proposed excavation area shall be delineated with white marking paint or with other suitable markers such as flags or stakes at least two days prior to commencing any excavation work. A "Dig Alert" ticket number shall be issued at the time Underground Service Alert is contacted. Excavating is not permitted without this ticket number. Underground Service Alert shall notify its member utilities having underground facilities in the area.

Mitigation Measure 5.3-3d. If any pipeline is ruptured during construction, the Corona Fire Department shall be notified. Should the rupture of an unmarked pipeline occur, the Corona Fire Department shall be contacted for on-site guidance during pipeline removal activities. If the rupture indicates an emergency, 911 shall be dialed.

Supporting Explanation. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials associated with construction equipment. (*Id.*) The Project Contractor shall be required to use established construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by applicable Federal, State, and local regulations. (*Id.*) Therefore, impacts in this regard are considered less than significant.

During construction, it is possible that grading or construction activities could damage on-site natural gas pipelines and the MWD pipeline located approximately 500 feet east of Paseo

Grande. If during final design natural gas pipelines are required to be relocated, the Project Engineer shall notify the pipeline owner and appropriate regulatory agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). (Draft EIR, p. 5.3-14.) The Project Engineer, pipeline owner, and regulatory agencies shall coordinate to determine the location and methods of relocation. However, the MWD pipeline and natural gas pipelines within the Project site are anticipated to be protected in place. Prior to development, the location of the underground pipelines should be determined. For safety reasons, State regulations prohibit the construction of any structures directly over the pipeline and a right-of-way (R/W) is usually established. (*Id.*)

Mitigation Measure 5.3-3a requires the City of Corona to coordinate and provide pre-construction notification to purveyors with underground pipelines traversing the Project site, prior to excavation/grading activities. Mitigation Measure 5.3-3b requires the City to coordinate the design and construction planning for the roadway extension over the MWD pipeline. (*Id.*) Mitigation Measure 5.3-3c requires the Underground Service Alert (i.e., Dig Alert) be contacted prior to construction, in order to determine the location of underground pipelines. (*Id.*) If any pipeline is ruptured during construction, the Corona Fire Department shall be notified pursuant to Mitigation Measure 5.3-3d. (*Id.*) Should the rupture of an unmarked pipeline occur, the Corona Fire Department shall be contacted for on-site guidance during pipeline removal activities. If the rupture indicates an emergency, 911 shall be dialed. (*Id.*)

Compliance with State and applicable local regulations would reduce potential impacts on health and safety related to underground pipelines to less than significant levels. The potential for damage or injury associated with the proposed Project to occur is small with proper planning and caution during construction. Implementation of Mitigation Measures 5.3-3a through 5.3-3d would minimize the risk of upset and accidental conditions involving the MWD pipeline and natural gas pipelines. (*Id.*)

Impact 5.3-4. Project implementation could potentially impair the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan. (Draft EIR, pp. 5.3-14 to 5.3-15.)

Finding. Implementation of the following mitigation measures would ensure that impacts relating to the impairment of or interference with adopted emergency response plans or emergency evacuation plans would be reduced to less than significant levels.

Mitigation Measure 5.4-1a. Refer to Impact 5.4-1, below.

Mitigation Measure 5.4-1b. Refer to Impact 5.4-1, below.

Supporting Explanation. The extension of Foothill Parkway would provide greater access and improve mobility in south Corona. (Draft EIR, p. 5.3-15.) The proposed connections, Border Avenue and Chase Drive/Mangular Avenue, would provide alternate emergency evacuation routes for the surrounding neighborhoods. This is considered a long-term beneficial impact. (*Id.*) The proposed extension would satisfy local design standards related to emergency access and will be consistent with applicable safety criteria including speed, sight distance, signage, and signalization. Furthermore, implementation of Mitigation Measures 5.4-

1a and 5.4-1b would ensure that emergency access and emergency response/evacuation plans are not interfered with during construction by maintaining circulation through the area. (Draft EIR, p. 5.4-16.) Consequently, the proposed alignment would result in a less than significant impact in this regard.

D. TRAFFIC AND CIRCULATION

Impact 5.4-1. Project implementation would result in temporary circulation impacts associated with construction of the roadway extension. Impacts to nearby residents, pedestrians, bicyclists, and traffic congestion may occur during construction. These impacts are temporary in nature and would cease upon project completion. (*Id.*)

Finding. Temporary traffic circulation impacts relating to construction of the Project would be reduced to less than significant levels with implementation of the following Mitigation Measures.

Mitigation Measure 5.4-1a. Short-term mitigation for roadways shall be mitigated by a Traffic Management Plan (TMP) to be established by the City prior to construction. This Plan shall consist of prior notices, adequate signposting, and detours (including pedestrian, horseback, and bicycle paths). The TMP shall specify implementation timing of each plan element (prior notices, sign-posting, detours, etc.) as determined appropriate by the City Engineer. Adequate access to and from adjacent residential areas shall be provided at all times. The TMP shall be revised and approved by the City Public Works, Police and Fire Departments so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner in an effort to reduce impacts.

Mitigation Measure 5.4-1b. Proper detours and warning signs shall be established to ensure public safety. Alternative routes for the existing bicycle, horseback, and hiking trails along the Project site into the Cleveland National Forest shall be clearly marked and safety of those that utilize the path shall be considered at all times. This includes the use of proper lighting (where appropriate), fencing/shielding, sufficient headway for horse riders to pass through, proper storage of equipment and construction supplies, covering loose piles of soil, silt, clay, sand debris, or other earthen material so as to eliminate any discharge onto the existing pathway or temporary pathway, and immediately hosing down/cleaning such areas of the existing pathway or temporary pathway that have been affected by construction debris or sedimentation from the Project. Upon completion of construction, access to the existing bicycle, horseback, and hiking trails into the Cleveland National Forest shall be maintained. Trails that are impacted during construction, and remain in place after construction, shall be returned to pre-project conditions.

Supporting Explanation. Anticipated impacts to traffic congestion during construction would be minor and cease upon completion of Project construction. A detailed Traffic Management Plan (TMP) shall be prepared by a registered Civil Engineer prior to construction of the proposed alignment. (*Id.*) The TMP will delineate all road closures, provisions to maintain access to adjacent residential properties at all times, prior notices, adequate sign-postings, detours, provisions for pedestrians along the trails and bicycle transportation, and permitted hours of construction activity. Proper detours and warning signs would be established along all adjacent roadways and the existing hiking trails to ensure public safety. (*Id.*) The TMP shall be devised so that construction would not interfere with emergency response or evacuation plans. With implementation of Mitigation Measures 5.4-1a and 5.4-1b, less than significant impacts are anticipated.

Impact 5.4-4. The proposed alignment of the Project could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment). (Draft EIR, p. 5.4-28.)

Finding. Traffic hazard impacts due to the design of the Project would be reduced to less than significant levels with implementation of the following Mitigation Measure.

Mitigation Measure 5.4-4. A traffic signal warrant analysis shall be prepared by a registered Civil Engineer or Registered Traffic Engineer prior to construction of the proposed alignment at the following intersection:

- Foothill Parkway/Trudy Way

Additional intersections may require traffic signal warrant analysis based on direction from the City of Corona Public Works Director. A traffic signal will be installed at an intersection where it is deemed appropriate, based on the traffic signal warrant determination and the professional recommendation of the City Traffic Engineer.

Supporting Explanation. Design standards set forth by the City of Corona, County of Riverside, Caltrans, and the American Association of State Highway and Transportation Officials, such as minimum roadway geometrics, stopping sight distances, and minimum clearances, have been used to develop the proposed alignment. Use of such standards minimizes potential hazards for roadway users. (*Id.*)

Traffic signals are often considered to improve the safety and operation at intersection locations. As part of this Project, a traffic signal warrant analysis shall be prepared by a registered Civil Engineer prior to construction of the proposed alignment at the Foothill Parkway/Trudy Way intersection pursuant to Mitigation Measure 5.4-4. (*Id.*) The traffic signal warrant analysis that was prepared by the City of Corona for the Foothill Parkway/Elysia Street intersection determined that the forecast volumes on opening day (year 2010) do not warrant a traffic signal. (*Id.*) A traffic signal has been constructed at the Foothill Parkway/Lincoln Avenue intersection, and is currently in operation. (*Id.*) Additional intersections may require

traffic signal warrant analysis based on direction from the City of Corona Public Works Director. With implementation of Mitigation Measure 5.4-4, which allows the Public Works Director to install traffic signals as the need arises, this impact would be less than significant. (*Id.*)

E. NOISE

Impact 5.6-2. Implementation of the proposed alignment would create a roadway extension of Foothill Parkway with connections to Border Avenue and Chase Drive/Mangular Avenue and introduce increased vehicular noise adjacent to existing sensitive uses. (Draft EIR, p. 5.6-39.)

Finding. Long-term operational noise impacts to adjacent existing sensitive uses would be reduced to less than significant levels with implementation of the following Mitigation Measures.

Mitigation Measure 5.6-2. Noise barriers (i.e., walls and/or earthen berms) shall be constructed at the following locations and heights; however, if the noise barriers identified below are already constructed as a community perimeter wall, during final design, these walls shall be examined to determine their efficiency at mitigating noise to the levels specified:

- A minimum barrier height of 6 feet for Sound Barrier 1 located along Foothill Parkway west of Trudy Way.
- A minimum barrier height of 6 feet for Sound Barrier 2 located along Foothill Parkway east of Trudy Way. Prior to issuance of grading permits, the existing wall's acoustical barrier efficiency shall be tested to ensure it meets the requirements to reduce noise levels below 65 dBA.
- A minimum barrier height of 8 to 10 feet for Sound Barrier 3 located along Foothill Parkway between Elysia Street and Lincoln Avenue.

Supporting Explanation. The buildout of the proposed alignment would introduce vehicular traffic in the Project area and thereby potentially increase ambient noise levels on sensitive receptors. (*Id.*) An analysis of Year 2025 With and Without Project scenarios shows that 17 out of 150 modeled receptors would exceed the City's noise standards. (Draft EIR, p. 5.6-40.) A second analysis assuming the installation of noise barriers of varying heights for these affected receptors that would exceed the City's exterior noise standard and have a Project-related increase of 3 dBA or more. (*Id.*) Based upon Draft EIR Table 5.6-12, the sound barriers required by Mitigation Measure 5.6-2 would be sufficient to either reduce exterior noise levels to less than 65 dBA or reduce the increase in noise to less than 3 dBA. (Draft EIR, p. 5.6-42.) This impact would be less than significant.

Transportation projects have the potential to create long-term vibration impacts as a result of vehicular traffic along roadways. (*Id.*) Most problems with on-road vehicle-related vibration can be directly related to a pothole, bump, expansion joint, or other discontinuity in the road surface. Smoothing bumps, correcting uneven pavement surfaces, or filling existing

potholes would usually solve the problem. If a roadway is smooth, the ground-borne vibration from traffic is barely perceptible, and rubber tires and vehicle suspension systems provide vibration isolation. (*Id.*) Therefore, it is unusual for vehicles on roadways to cause ground-borne noise or vibration impacts. Long-term maintenance of the proposed alignment roadway would be provided by the City of Corona to ensure surface degradation is minimized. (Draft EIR, pp. 5.6-52 to 5.6-53.) As such, implementation of the proposed alignment would result in less than significant impacts in this regard. (Draft EIR, p. 5.6-53.)

F. BIOLOGICAL RESOURCES

Impact 5.7-1. Construction of the proposed alignment could result in temporary impacts to biological resources in the Project area. (Draft EIR, p. 5.7-38.)

Finding. Impacts to biological resources due to construction of the Project would be reduced to less than significant levels with the implementation of the following Mitigation Measures.

Mitigation Measure 5.7-1a. Refer to Mitigation Measure 5.5-1a; Mitigation Measures 5.9-1a through 5.9-1c; and Mitigation Measures 5.6-1a through 5.6-1e, and 5.6-1g.

Mitigation Measure 5.7-1b. The following Construction Minimization Measures (Section 7.5.3 of the MSHCP) shall be implemented during Project construction to minimize impacts on biological resources during construction:

- Plans for water pollution and erosion control shall be prepared for all Discretionary Projects involving the movement of earth in excess of 50 cubic yards. The plans shall describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans shall be reviewed and approved by the City of Corona, prior to construction.
- Timing of construction activities shall consider seasonal requirements for breeding birds and migratory non-resident species covered under the Migratory Bird Treaty Act. Habitat clearing shall be avoided during species active breeding season, defined as March 1 to June 30.
- Sediment and erosion control measures shall be implemented until such time soils are determined to be successfully stabilized.
- Short-term stream diversions shall be accomplished by use of sand bags or other methods that will result in minimal in-stream impacts. Short-term diversions shall consider effects on wildlife.
- Silt fencing or other sediment trapping materials shall be installed at the downstream end of construction activities to minimize the transport of sediments off-site.
- Settling ponds where sediment is collected shall be cleaned in a manner that prevents sediment from re-entering the stream or damaging/disturbing

adjacent areas. Sediment from settling ponds shall be removed and diverted to a location where sediment cannot re-enter the stream or surrounding drainage area. Caution shall be exercised during removal of silt fencing to minimize release of debris or sediment into streams.

- No erodible materials shall be deposited into water courses. Brush, loose soils, or other debris material shall not be stockpiled within stream channels or on adjacent banks.
- The footprint of disturbance shall be minimized to the maximum extent feasible. Access to the Project site shall occur on pre-existing access routes to the greatest extent possible.
- Equipment storage, fueling and staging areas shall be sited on non-sensitive upland habitat types with minimal risk of direct discharge into riparian areas or other sensitive habitat types.
- The limits of disturbance, including the upstream, downstream and lateral extents, shall be clearly defined and marked in the field. Mitigation Monitoring Program personnel shall review the limits of disturbance prior to initiation of construction activities.
- During construction, the placement of equipment within the stream or on adjacent banks or adjacent upland habitats occupied by Covered Species that are outside of the Project footprint shall be avoided.
- Exotic species removed during construction shall be properly handled to prevent sprouting or re-growth.
- Training of construction personnel shall be provided.
- Ongoing monitoring and reporting shall occur for the duration of the construction activity to ensure implementation of best management practices (BMPs).
- When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to coastal sage scrub or chaparral vegetation, appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) shall be available on the site during all phases of Project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods shall be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires shall advise contractors regarding fire risk from all construction-related activities.
- Active construction areas shall be watered regularly to control dust and minimize impacts to adjacent vegetation.
- All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall occur only in designated areas within the proposed grading limits of the Project site. These designated areas shall be clearly marked and located in such a manner as to contain run-off.
- Waste, dirt, rubble, or trash shall not be deposited in the Conservation Area or on native habitat.

Mitigation Measure 5.7-1c. Proposed noise-generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area shall not be subject to noise that would exceed 60 dBA CNEL.

Supporting Explanation. Development in proximity to the MSHCP Conservation Area may result in edge effects that could adversely affect biological resources in the MSHCP Conservation Area. (*Id.*) To minimize these edge effects, the MSHCP provides guidelines for drainage, toxics, lighting, noise, invasives, and barriers. The proposed alignment is adjacent to the Cleveland National Forest, which is within the MSHCP Criteria Area (i.e., reserve). Mitigation Measures 5.7-1b and 5.7-1c implement the MSHCP guidelines in order to address these impacts.

Construction of the proposed alignment may result in several indirect impacts on biological resources. These impacts could include increased runoff that may affect water quality, increased lighting that would affect the behavior patterns of nocturnal and crepuscular (active at dawn and dusk) wildlife, increased dust accumulation on surrounding vegetation, impacts on nesting birds/raptors, increased fire danger, and the spread of exotic species. These impacts would be considered adverse and potentially significant because the proposed alignment is located adjacent to the Cleveland National Forest. Implementation of Mitigation Measure 5.5-1a (i.e. standard dust suppression) would serve to reduce construction-related dust generation. (*Id.*) Implementation of water quality Mitigation Measures 5.9-1a through 5.9-1c in Draft EIR Section 5.9, HYDROLOGY AND WATER QUALITY, would ensure impacts to water resources would be less than significant. Mitigation Measure 5.7-1c would require the incorporation of noise reducing mechanisms (i.e. setbacks, berms or sound walls) and that noise levels within the MSHCP Conservation Area not exceed residential noise standards (refer to Section 5.6, NOISE, for a discussion of the City of Corona's noise standards). (*Id.*) In addition, Mitigation Measures 5.6-1a through 5.6-1e, and 5.6-1g in Section 5.6, NOISE, also provide construction noise mitigation measures. (*Id.*) Thus, implementation of Mitigation Measures 5.7-1a through 5.7-1c would reduce short-term construction related impacts to biological resources to less than significant.

Impact 5.7-2. Implementation of the Project would impact a total of 79.40-acres of native and non-native vegetation types and other areas, impacting plant and wildlife species known to occur in the Project area. (Draft EIR, p. 5.7-40.)

Finding. Impacts to 79.40 acres of native and non-native vegetation types and other areas would be reduced to less than significant levels with implementation of relevant measures from the Western Riverside MSHCP and the following Mitigation Measures.

Mitigation Measure 5.7-2a. The City of Corona shall obtain all appropriate permits for impacts on USACE and CDFG jurisdictional areas. Mitigation for the loss of

jurisdictional areas shall consist of restoration of riparian habitat at no less than a 2:1 ratio to ensure no net loss of habitat. Any creation of habitat will be in kind and proportional to Project impacts. Native trees within the riparian habitat shall be replaced as follows per the City of Corona: coast live oaks 4:1; sycamore 3:1; cottonwood 3:1; willow 2:1; and scrub oak 2:1. Prior to issuance of a grading permit, a detailed restoration program shall be prepared for approval by the USACE and CDFG with the following items:

- Responsibilities and qualifications of the personnel to implement and supervise the plan. The responsibilities of the landowner, specialists, and maintenance personnel that would supervise and implement the plan will be specified.
- Site selection. The site for the mitigation will be determined in coordination with the City of Corona and the resource agencies. The site shall either be located on the Project site in a dedicated open space area or land will be purchased off the site.
- Site preparation and planting implementation. The site preparation will include: (1) protection of existing native species; (2) trash and weed removal; (3) native species salvage and reuse (i.e., duff); (4) soil treatments (i.e. imprinting, decompacting); (5) temporary irrigation installation; (6) erosion control measures (i.e. rice or willow wattles); (7) seed mix application; and (8) container species.
- Schedule. A schedule will be developed which includes planting to occur in late fall and early winter, between October 1 and January 30.
- Maintenance Plan/Guidelines. The maintenance plan will include: (1) weed control; (2) herbivory control; (3) trash removal; (4) irrigation system maintenance; (5) maintenance training; and (6) replacement planting.
- Monitoring Plan. The Monitoring Plan will include: (1) qualitative monitoring (i.e., photographs and general observations); (2) quantitative monitoring (i.e., randomly placed transects); (3) performance criteria as approved by the resource agencies; (4) monthly reports for the first year, and reports every other month thereafter; and (5) annual reports for five years, which will be submitted to the resource agencies on an annual basis. The site will be monitored and maintained for five years to ensure successful establishment of riparian habitat within the restored and created areas.
- Long-term preservation. Long-term preservation of the site will also be outlined in the conceptual mitigation plan to ensure the mitigation site is not impacted by future development.

In addition, the City of Corona will shall provide the Determination of Biologically Equivalent or Superior Preservation (DBESP) with the proposed Mitigation Plan to the USFWS and CDFG for review. The resource agencies shall review the Project for consistency with Section 6.1.2 of the MSHCP (i.e., Riparian/Riverine).

Mitigation Measure 5.7-2b. As outlined in the Native Tree Survey prepared for the proposed Project, the following mitigation for removal of native trees shall be required by the Project:

- Prior to grading, orange snow fencing shall be installed around trees (outside the dripline) that would not be impacted by construction. Fencing shall be in place and inspected by a qualified Biological Monitor prior to commencement of grading. This fencing shall remain in place throughout the entire period of Project construction, and shall be periodically checked by the Biological Monitor.
- For each native tree removed, trees will be replaced at the ratios indicated in Table 5.7-7.

Table 5.7-7
Native Tree Mitigation

Species	Total
(*Quercus agrifolia*) Coast live oak	4:1
(*Quercus berberifidolia*) Scrub oak	2:1
(*Platanus racemosa*) California sycamore	3:1
(*Populus fremontii*) Fremont cottonwood	3:1
(*Salix goodingii*) Black willow	2:1

- The Landscape Architect shall design the replacement trees into the riparian revegetation to replace the habitat value of the woodlands and trees removed by the proposed alignment. At least 5.06 acres of replacement habitat shall be planted to compensate for the loss of coast live oak woodland habitat. The Planting Plan will be reviewed by a qualified biologist and to ensure that the replacement oak trees are located in such a way to provide comparable habitat quality.
- All replacement trees shall be located in the riparian and oak woodland revegetation areas if possible. If spacing requirements cannot accommodate the number of replacement trees, the trees may be planted adjacent to the proposed road as a transition to open space.
- Planting specifications shall consider the following:
  a. Newly planted trees shall be planted above grade and maintained for five years, including irrigation, weed control, herbivore protections, and replacement.
  b. Amending the backfill soil with wood shavings, oak leaf-mold, etc. is not recommended when existing soil is high in natural organic matter with a sandy loam texture.
  c. Recommendations for the need of planting amendments and drainage

systems shall be based on soil tests of this Project site and approved by the City.

d. Any City approved work within the driplines of saved trees, including branch removal, shall be under the inspection of a qualified arborist.
e. Landscaping requiring irrigation shall not be planted within the dripline of oaks due to the susceptibility of native oaks to root rot caused by excessive unseasonable irrigation. The design and installation of landscape irrigation systems outside the dripline of the oaks shall be such that the area within the dripline is not wetted during operation of the system. In addition, surface runoff from impermeable surfaces shall be directed away from oaks; where natural topography has been altered, provisions shall be made for drainage away from trunks of oaks so that water will not pond or collect within the dripline of any oak.

Supporting Explanation. Implementation of the Project would result in the impacting of coastal sage scrub, coastal sage scrub/chaparral, coastal sage scrub/ruderal, chaparral, non-native grassland, ruderal, ornamental, ornamental/developed, disturbed, developed/ruderal, developed and riparian vegetation areas. Furthermore, 55 western sycamores, 3 Fremont cottonwoods, and 6 black willows would be removed, and the potential widening of Mabey Canyon Road may result in an additional impact on native and non-native vegetation. (Draft EIR, pp. 5.7-40 to 5.7-47.)

Impacts to most of these vegetation types are addressed by the City's participation in the Western Riverside County MSHCP. (Draft EIR, pp. 5.7-43 to 5.7-47.) Impacts to native trees within riparian areas as well as impacts to riparian areas themselves would be addressed by Mitigation Measures 5.7-2a and 5.7-2b, which require submitting to the US Army Corps of Engineers and California Department of Fish & Game permitting process, including the replacement of lost riparian areas, as well as the replacement of lost native trees. This impact is consequently less than significant.

Impact 5.7-4. Development of the Project would substantially impact regional wildlife movement along Wardlow Wash. (Draft EIR, p. 5.7-48.)

Finding. Impacts of the Project on wildlife movement and habitat fragmentation would be reduced to less than significant levels with implementation of the following Mitigation Measure and compliance with relevant measures from the Western Riverside County MSHCP.

Mitigation Measure 5.7-4. It is recommended that the base of the manufactured slope west of the constructed roadway be vegetated with native species to encourage the continued use of Wardlow Wash for wildlife movement. This area may count toward the mitigation requirement for riparian vegetation (Mitigation Measure 5.7-2a), oak tree replacement (Mitigation Measure 5.7-2b), and special status plant relocation (Mitigation Measure 5.7-5) if determined to be appropriate for these mitigation areas.

The culvert under Paseo Grande should be designed following guidelines in Section 7.5.2 of the MSHCP. Guidelines in Section 7.5.2 recommend a width of at least five feet to allow for passage by medium-sized wildlife. (The existing 8-foot culvert under Paseo Grande exceeds these minimum requirements.) In addition, the crossing should be designed in a manner which allows a dry crossing under most circumstances. This may include designing an elevated bench above the normal high water line or providing a textured gentle slope up the side of the culvert/undercrossing. Barriers to small terrestrial wildlife movement should be encouraged along new and modified roadways, so that they are guided toward appropriate undercrossings.

Supporting Explanation. The Project site is bordered to the south and west by the Cleveland National Forest. The areas to the north and east of the proposed roadway extension are developed. (*Id.*) The proposed Project would extend a roadway along the edge of existing and proposed development. The proposed Project would remove local travel routes within the direct impact area; however, few native habitat areas would be located northeast of the proposed alignment. (*Id.*) Therefore, the proposed Project would not be expected to substantially impact wildlife movement along local travel routes. In addition, there are several local travel routes remaining to the southwest of the alignment. Therefore, impacts on local wildlife movement would be considered less than significant and no mitigation would be required. (*Id.*)

The proposed Project would adversely affect regional wildlife movement along a segment of Wardlow Wash within the Project impact area. The City of Corona is a participant in the Western Riverside MSHCP, which was prepared to balance the goals of wildlife conservation and economic development. (*Id.*) Although Wardlow Wash functions as a regional wildlife corridor between the Cleveland National Forest and the Santa Ana River/Prado Basin and impacts on wildlife movement along Wardlow Wash are considered significant, the impact is considered mitigated by the City of Corona's participation in the MSHCP. (*Id.*) Mitigation Measure 5.7-4 would require that the base of the manufactured slope of the road be vegated with native species to retain the potential for some wildlife movement in Wardlow Wash, and that the culvert conveying water from Wardlow Wash under Paseo Grande remain large enough to allow for continued movement of wildlife species. (Draft EIR, pp. 5.7-48 to 5.7-49.) This impact is therefore less than significant.

Impact 5.7-5. Special status plant species occur within the area (i.e., intermediate mariposa lily and Coulter's matilija poppy) and could be impacted by development of the proposed alignment. (Draft EIR, p. 5.7-49.)

Finding. Impacts to special status plant species would be reduced to less than significant levels with implementation of the following Mitigation Measure and compliance with relevant measures from the Western Riverside County MSHCP.

Mitigation Measure 5.7-5. If construction occurs after fall 2008, a pre-construction

survey during the peak flowering period for the intermediate mariposa lily and Coulter's matilija poppy, approximately March through June, shall be conducted by the Project biologist the spring prior to construction. The limits of each plant location within the impact area shall be clearly delineated with brightly colored flagging. The plants shall be mitigated by transplantation (for matilija poppy), bulb collection (mariposa lily), and seed collection (both matilija poppy and mariposa lily). The plants, seeds or bulbs shall then be placed into a suitable mitigation site in the undeveloped portion of the Project site or at an approved off-site location. A qualified biologist shall be selected by the Project Applicant to prepare and implement the mitigation plan. The detailed mitigation plan will include the following requirements and be approved by the City of Corona prior to issuance of the grading permit:

- Seed ripeness will be monitored every two weeks by a qualified biologist and/or a qualified seed collector at the existing locations of lilies and poppies to determine when the seeds are ready for collection. A qualified seed collector shall collect all of the seeds from the plants to be impacted when the seeds are ripe. The seeds shall be cleaned and stored by a qualified nursery or institution with appropriate storage facilities.
- Following the seed collection, the bulbs/plants shall be removed by bulb/plant collection, block transplantation method, or root cuttings, whichever is believed to be the most successful method for each species. The bulbs/plants shall either be transplanted directly or stored by a qualified nursery or institution with appropriate storage facilities. If the bulbs/plants are collected and the block transplantation method is not used, then the top 12 inches of topsoil from the lily/poppy locations shall be scraped, stockpiled, and used at the selected mitigation site.
- The mitigation site shall be located in dedicated open space on the Project site or at an off-site mitigation site. The mitigation site will not be within the road easement and will not be located in a fuel modification zone. The mitigation site shall not attempt to enhance existing populations and shall not be impacted by any pesticides or herbicides used on adjacent properties.
- The lily/poppy mitigation site shall be prepared for seeding as described in a conceptual restoration plan.
- The topsoil shall be respread in the selected location as approved by the Project biologist. Approximately 60 to 80 percent of the seeds and bulbs/plants collected shall be spread/placed in the fall following soil preparation. The remainder of the seed and bulbs/plants shall be kept in storage for subsequent seeding, if necessary.
- A detailed maintenance and monitoring plan shall be developed by a qualified biologist. The plan shall include detailed descriptions of maintenance appropriate for the mitigation site, monitoring requirements, and annual report requirements, and shall have the full authority to suspend any operation in the study area which is, in the qualified biologist's opinion, not consistent with the restoration plan. Any disputes regarding the consistency of an action with the

restoration plan shall be resolved by the City of Corona and the biologist.

- The performance criteria for intermediate mariposa lily and Coulter's matilija poppy will be 80 percent of transplanted bulbs/plants established within the mitigation site producing leaves each year of the long-term maintenance and monitoring program. If the performance criteria is not achieved following the first season, remediation measures shall be implemented prior to seeding with the remaining contingency seed and bulbs. Remedial measures shall include at a minimum: soils testing, control of invasive species, soil amendments, and physical disturbance (to provide scarification of the seed) of the planted areas by raking or similar actions. Additional mitigation measures may be suggested as determined appropriate by the Project biologist.

Supporting Explanation. Two special status plants observed on the Project site are the intermediate mariposa lily and Coulter's matilija poppy. (Draft EIR, p. 5.7-49.) The intermediate mariposa lily was observed during the 2000, 2006, and 2008 focused surveys. A total of 303 individuals were observed in 30 locations on the Project site during the pre-construction surveys conducted in May 2008. (*Id.*) This species is a California Native Plant Society ("CNPS") Listed 1B.2 ("fairly endangered" in California). As such, impacts on this species would be considered significant under CEQA. (*Id.*) This species is not covered by the MSHCP until its species specific objectives are met. These objectives include preservation of a certain number of localities of this species, which includes the populations know from the Sierra Peak area. Implementation of Mitigation Measure 5.7-5 would reduce impacts on intermediate mariposa lily to less than significant. (*Id.*)

The Coulter's matilija poppy was observed in scattered locations along Wardlow Wash during the 2006 and 2008 focused surveys. (*Id.*) A total of 66 individuals were observed in 11 locations during the pre-construction surveys conducted in May 2008. Although it is considered a special status species (i.e., CNPS List 4.2 ["watch list"]), impacts on this species often do not typically meet the significance criteria under CEQA. (*Id.*) However, this species is not covered by the MSHCP until its species specific objectives are met, therefore the City considers impacts on this species significant. Impacts on Coulter's matilija poppy would be reduced to less than significant with the implementation of Mitigation Measure 5.7-5. (*Id.*)

Impact 5.7-6. Special status wildlife species may occur within the area and could be impacted by development of the Project. (Draft EIR, p. 5.7-52.)

Finding. Impacts to special status wildlife species would be reduced to less than significant levels with implementation of the following Mitigation Measures and compliance with relevant measures from the Western Riverside County MSHCP.

Mitigation Measure 5.7-6a. The habitat creation included in Mitigation Measure 5.7-2a will be required to mitigate for impacts on the least Bell's vireo. In addition, the following conditions will apply:

- Vegetation clearing activities shall occur during the non-breeding season

(September 16 to March 14). If the construction is scheduled to occur during the breeding season, a pre-construction protocol survey will be conducted the spring/summer prior to construction to confirm the absence of this species from the impact area and vicinity (i.e., within 500 feet) prior to the start of construction activities.

- The 2008 focused survey results shall be provided to the USACE, USFWS, and CDFG for consideration during jurisdictional permitting and review of the revised DBESP.

Mitigation Measure 5.7-6b. Pursuant to the MSHCP Objective 6, for burrowing owl, a pre-construction burrowing owl survey shall be conducted prior to issuance of a grading permit to verify the presence/absence of the owl on the Project site. Within thirty days of the onset of construction activities, a qualified biologist shall survey within 500 feet of the Project site for the presence of any active owl burrows. Any active burrow found during survey efforts shall be mapped on the construction plans. If no active burrows are found, no further mitigation would be required. Results of the surveys shall be provided to the City of Corona.

If nesting activity is present at an active burrow, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for burrowing owl in the region normally occurs between March and August. To protect the active burrow, the following restrictions to construction activities shall be required until the burrow is no longer active as determined by a qualified biologist: (1) clearing limits shall be established within a 500-foot buffer around any active burrow, unless otherwise determined by a qualified biologist, and (2) access and surveying shall be restricted within 300 feet of any active burrow, unless otherwise determined by a qualified biologist. Any encroachment into the buffer area around the active burrow shall only be allowed if the biologist determines that the proposed activity will not disturb the nest occupants. Construction can proceed when the qualified biologist has determined that fledglings have left the nest.

If an active burrow is observed during the non-nesting season, the nest site shall be monitored by a qualified biologist, and when the raptor is away from the nest, the biologist will either actively or passively relocate the burrowing owl based on direction from the WRC RCA. The biologist shall then remove the burrow so the burrowing owl cannot return to the burrow.

Mitigation Measure 5.7-6c. Seven days prior to the onset of construction activities during the raptor nesting season (February 1 to June 30), a qualified biologist shall survey within 500 feet of the Project impact area for the presence of any active raptor nests (common or special status). Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to

the CDFG.

If nesting activity is present at any raptor nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. To protect any nest site, the following restrictions to construction activities are required until nests are no longer active as determined by a qualified biologist: (1) clearing limits shall be established within a 500-foot buffer around any occupied nest, unless otherwise determined by a qualified biologist, and (2) access and surveying shall be restricted within 300 feet of any occupied nest, unless otherwise determined by a qualified biologist. Any encroachment into the buffer area around the known nest shall only be allowed if the biologist determines that the proposed activity will not disturb the nest occupants. Construction can proceed when the qualified biologist has determined that fledglings have left the nest.

If an active nest is observed during the non-nesting season, the nest site shall be monitored by a qualified biologist, and when the raptor is away from the nest, the biologist will flush any raptor to open space areas. A qualified biologist, or construction personnel under the direction of the qualified biologist, shall then remove the nest site so raptors cannot return to a nest.

Supporting Explanation. Fifty-four special status species are known to occur in the vicinity of the Project site. (Draft EIR 5.7-52.) Of these species, the majority are not expected to occur on site due to the lack of suitable habitat. Coast Range newt and western spadefoot have a limited potential to occur onsite but impacts to these species are considered mitigated by the City's participation in the Western Riverside County MSHCP. (*Id.*) Likewise, impacts to the San Diego banded gecko, coast horned lizard, orange-throated whiptail, coastal western whiptail, California mountain kingsnake, northern red diamond rattlesnake, Loggerhead shrike, California horned lark, cactus wren, coastal California gnatcatcher, yellow warbler, yellow-breasted chat, southern California rufous-crowned sparrow, Bell's sage sparrow, San Diego black-tailed jackrabbit and northwestern San Diego pocket mouse are considered mitigated via participation in the MSHCP. (Draft EIR, pp. 5.7-52 to 5.7-53.)

While least Bell's vireo and burrowing owl were not detected onsite, Mitigation Measures 5.7-6a and 5.7-6b would require pre-construction surveys for these species, with either avoidance or removal required if members of these species are found. (Draft EIR, p. 5.7-53.) Cooper's hawk, golden eagle, white-tailed kite, and long-eared owl also have potential to nest on the Project site. The loss of any active raptor nest would be considered significant. Impacts on active raptor nests would be reduced to less than significant with the implementation of Mitigation Measure 5.7-6c, which requires pre-construction surveys and avoidance/removal of raptor nests. (Draft EIR, p. 5.7-54.)

Impact 5.7-7. Development of the Project would impact the urban/wildlands interface. (Draft EIR, p. 5.7-54.)

Finding. Project impacts on the urban/wildlands interface would be reduced to less than significant levels with implementation of the following Mitigation Measures and compliance with relevant measures from the Western Riverside County MSHCP.

Mitigation Measure 5.7-7a. Refer to Mitigation Measures 5.9-1a through 5.9-1c, and 5.9-2 in [Draft EIR] Section 5.9, HYDROLOGY AND WATER QUALITY.

Mitigation Measure 5.7-7b. Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in Project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

Mitigation Measure 5.7-7c. Refer to Mitigation Measures 5.2-4a and 5.2-4b in [Draft EIR] Section 5.2, AESTHETICS, LIGHT, AND GLARE, regarding light spillover and glare mitigation measures.

Mitigation Measure 5.7-7d. When approving landscape plans for proposed landscaping adjacent to the MSHCP Conservation Area, the City shall consider the invasive, non-native plant species listed in the MSHCP and will require revisions to landscape plans to avoid the use of invasive species for the landscaping adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list will include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.

Mitigation Measure 5.7-7e. Where appropriate, barriers shall be placed in individual Project designs to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms.

Supporting Explanation. Development in proximity to the MSHCP Conservation Area may result in edge effects that could adversely affect biological resources in the MSHCP Conservation Area. During operation of the proposed alignment, runoff carrying petroleum residues from vehicles using the proposed alignment could potentially impact water quality and associated species. Impacts on drainage would be considered potentially significant. Implementation of Mitigation Measures 5.9-1a though 5.9-1c and 5.9-2 would reduce edge effect impacts related to less than significant. (Draft EIR, p. 5.7-55.)

The proposed alignment would not use toxic chemicals or generate toxic byproducts. Therefore, there would be no impacts in this regard from the development of the proposed alignment, and no mitigation would be required. (*Id.*)

Night lighting would increase due to car headlights and Project related night lighting during and after completion of the Project alignment. While lighting of the Project alignment would be limited to proposed intersections, this lighting would inadvertently affect the behavior patterns of nocturnal and crepuscular (active at dawn and dusk) wildlife adjacent to these areas. Incorporation of Mitigation Measures 5.7-7b and 5.7-7c, below, (i.e. shielding and Mitigation Measures 5.2-4a and 5.2-4b) would reduce Project-related night lighting to less than significant. (*Id.*)

During operation of the proposed roadway alignment, noise impacts would increase over existing levels. Wildlife species stressed by noise may disperse from the habitat in the vicinity of the proposed alignment. (*Id.*) For planning purposes, it is assumed a noise level above of 60 dBA Leq would be a significant impact upon natural biological resources. The 60 dBA Leq noise contour extends approximately 200 feet from the centerline of the Project site, which is outside the Cleveland National Forest boundary. (*Id.*) As such, the proposed alignment would result in less than significant impacts to biological resources located within the Cleveland National Forest. (*Id.*)

The proposed alignment includes landscaping adjacent to the alignment, which would include the planting of native drought-tolerant species and ornamental species, some of which could be invasive and degrade native vegetation. (Draft EIR, p. 5.7-56.) Mitigation Measures 5.7-7d would require the consideration of the proximity and the species of planned landscape areas adjacent to MSHCP Conservation Areas and the utilization of barriers to prevent invasive species from spreading from planned landscape areas into the MSHCP Conservation Areas. (*Id.*) Incorporation of Mitigation Measures 5.7-7d would reduce this impact to less than significant. (*Id.*)

The proposed Project would not create new areas of permanent water; therefore, it would not increase the likelihood of an exotic fish or amphibian infestation. The new roadway is an extension of existing development rather than an introduction of new development; therefore, it would not be expected to introduce non-native mammal or bird populations though it may bring them closer to the natural areas in the Cleveland National Forest than they currently inhabit. This impact would be considered adverse, but is expected to be less than significant with the City's participation in the Western Riverside MSHCP. Therefore, no mitigation would be required. (*Id.*)

The proposed alignment would increase human activity along the proposed roadway. This may include unauthorized public access, or illegal dumping. Mitigation Measure 5.7-7e requires the use of barriers, such as landscaping, rocks/boulders, fencing, walls, and/or signage, to deter and minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. (*Id.*) Implementation of Mitigation Measure 5.7-7e would reduce this impact to less than significant. (*Id.*)

Impact 5.7-8. Construction of the Project would impact public/quasi-public lands. (Draft

EIR, p. 5.7-56.)

Finding. Impacts of the Project on public/quasi-public lands would be reduced to less than significant levels with implementation of the following Mitigation Measure and compliance with relevant measures from the Western Riverside County MSHCP.

Mitigation Measure 5.7-8. The DBESP Report includes replacement of Public/Quasi-public land permanently impacted by the proposed alignment through the purchase of equivalent or superior quality habitat at a 1:1 ratio that shall be dedicated in fee title or conservation easement to the Western Riverside County Regional Conservation Authority. The resource agencies shall review the proposed acquisition to ensure that the lands to be acquired by the City of Corona are of equivalent or superior quality to the Public/Quasi-public lands impacted by the proposed alignment. The dedicated lands shall be managed by the Western Riverside County Regional Conservation Authority in a manner that is consistent with the goals of the MSHCP.

Supporting Explanation. The proposed Project would impact a total of 8.27 acres of Public/Quasi-Public lands within the Mabey Canyon Debris Basin and Kroonen Channel, owned by the Riverside County Flood Control District. (*Id.*) Of this impact, 2.28 acres would be permanently impacted (Kroonen Channel), while 5.99 acres of the impact would be temporarily impacted (Mabey Canyon Debris Basin) because the basin would be shifted back to accommodate the road. This impact would be considered a significant impact on the assembly of the MSHCP reserve, and would require purchase and dedication of an equivalent amount of land into the MSHCP Reserve per Section 7.2.2 of the MSHCP. (Draft EIR, pp. 5.7-56 to -57.) Implementation of Mitigation Measure 5.7-8 would reduce this impact to less than significant by requiring equivalent or superior habitat to be dedicated for conservation at a 1:1 ratio.

Impact 5.7-9. Implementation of the Project would impact areas under the jurisdiction of the United States Army Corps of Engineers and the California Department of Fish & Game. (Draft EIR, p. 5.7-57.)

Finding. Impacts of the Project to areas under the jurisdiction of the United States Army Corps of Engineers and the California Department of Fish & Game would be reduced to less than significant levels with implementation of the following Mitigation Measure.

Mitigation Measure 5.7-9. Refer to Mitigation Measures 5.7-2a and 5.7-2b.

Supporting Explanation. Construction activities within jurisdictional areas of the USACE and CDFG will be subject to approval by the USACE 404 Permit, the CDFG 1602 Permit, the RWQCB 401 Permit, approval of a General Construction Activity Storm Water Permit and any other approvals deemed necessary during construction entitlement by the RWQCB, approval of Mabey Canyon Debris Basin modifications, Kroonen Canyon Channel modifications and regional storm drain facilities by the Riverside County Flood Control District, and an approval of Mabey Canyon Debris Basin dam modifications by California Division of

Dam Safety. (*Id.*)

Riparian areas and their associated streambeds are also under the jurisdiction of the USACE and CDFG. A total of 4.63 acres of waters of the U.S. are under the jurisdiction of USACE, 4.66 acres of jurisdiction under the RWQCB, and 9.77 acres of streambed are under the jurisdiction of CDFG. (*Id.*) Implementation of Mitigation Measures 5.7-2a and 5.7-2b would reduce impacts on jurisdictional impacts to less than significant by requiring compliance with the USACE and CDFG regulatory permitting process, which includes the provision of mitigation in the form of replacement lands.

As indicated in the Delineation Report prepared for the Project, there are no wetlands on the Project site. Therefore, the proposed Project would not result in impacts to wetlands. (*Id.*)

G. CULTURAL RESOURCES

Impact 5.8-2. Implementation of the Project may cause impacts to unknown archaeological resources or human remains on-site. (Draft EIR, p. 5.8-21.)

Finding. Potential impacts of the Project with regard to unknown archaeological resources or human remains would be reduced to less than significant levels through implementation of the following Mitigation Measures.

Mitigation Measure 5.8-2a. If archaeological resources are discovered during excavation and grading activities on-site, the contractor shall stop all work and shall retain a qualified archaeologist to evaluate the significance of the finding and appropriate course of action. Requirements may include, but not limited to, preservation, recordation, relocation, salvage, recovery, and/or collection of archaeological resources. The Project Contractor shall provide a reasonable period of time for salvage of discovered archaeological resources. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission.

Mitigation Measure 5.8-2b. If human remains are discovered as a result of the Project during development, all activity shall cease immediately, and the Contractor shall notify the Riverside County Coroner's Office immediately pursuant to California Health and Safety Section 7050.5, and a qualified archaeologist and Native American monitor shall be contacted. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission shall be contacted pursuant to California Public Resources Code Section 5097.98. The descendents or his or her authorized representative, with the permission of the City of Corona, may inspect the site of the discovery of the Native American remains and may recommend to the City or Project Contractor actions for treating or disposing, with appropriate dignity, the human remains and any associated

grave goods. Native American descendents shall complete their inspection and make their recommendation within 48 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. If human remains are discovered, the City of Corona may be required to preserve, salvage, or relinquish the remains and associated items to the descendants for treatment, as well as recordation. The Project Contractor shall provide a reasonable period of time for salvage of discovered human remains.

Supporting Explanation. According to the Cultural Assessment, no potentially significant archaeological resources were identified on-site or adjacent to the proposed Project during the archaeological field survey or records search. (*Id.*) A check of the NAHC Sacred Lands Files failed to identify any Native American resources that would potentially be impacted by the proposed alignment. (*Id.*)

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the California Public Resources Code. Disturbing human remains could violate the health code, as well as destroy the resource. (Draft EIR, p. 5.8-22.) The proposed Project would be consistent with Policies 4.3-2 through 4.3-5 of the City's General Plan, which requires the incorporation of specific measures to identify, protect, and preserve cultural resources. These policies also require monitoring of earth-disturbing activities in archaeologically and culturally sensitive areas, as well as evaluation by a qualified archaeologist of cultural resources found prior to or during construction, application of appropriate mitigation measures, and consultation, as appropriate, with Native American Tribes before resumption of development activities. (*Id.*) These policies provide substantial protection to human burials by protecting and ensuring the appropriate treatment of the archaeological contexts within which these burials would be most likely to be encountered. Additionally, implementation of Policy 4.3-8 of the City's General Plan would ensure the appropriate treatment of human burials and Native American cultural resources, according to the applicable provisions of State law. Mitigation Measure 5.8-2b also requires the proposed Project to comply with applicable provisions of State law and specifies possible procedures that may be taken in the event human remains are discovered. Consequently, implementation of the City's General Plan policies and Mitigation Measure 5.8-2b would ensure impacts to human remains would be reduced to a less than significant level. (*Id.*)

Although no archaeological resources were identified within or immediately adjacent to the Project area, the presence of subsurface archaeological resources is a possibility in areas where only surface inspections have occurred. (*Id.*) Ground-disturbing activities of the proposed alignment could unearth previously unknown archaeological resources. Therefore, implementation of the proposed alignment has the potential to disturb or destroy undocumented archaeological resources, or human remains. Implementation of the Mitigation Measures 5.8-2a and 5.8-2b would reduce potential impacts to undocumented archaeological resources and human remains to less than significant levels. (*Id.*)

Impact 5.8-3. Implementation of the Project may result in impacts to buried paleontological resources on-site. (Draft EIR, p. 5.8-22.)

Finding. Impacts of the Project to buried paleontological resources would be reduced to less than significant levels with implementation of the following Mitigation Measures.

Mitigation Measure 5.8-3a. A qualified paleontologist shall be retained to examine earthwork spoils generated during construction activities. If paleontological resources are discovered, the Project Contractor shall stop all work and the paleontologist shall evaluate the significance of the finding and the appropriate course of action. Requirements may include, but not limited to, preservation, recordation, relocation, salvage, recovery, and/or collection of paleontological resources. The Project Contractor shall provide a reasonable period of time for salvage of discovered paleontological resources. Any measures applied shall include the preparation of a report meeting professional standards, which shall be submitted to the Riverside County Museum of Natural History.

Mitigation Measure 5.8-3b. A pre-construction meeting shall be conducted in which the Project paleontologist shall explain procedures necessary to protect and safely mitigate impacts to potentially significant fossil materials for study and curation.

Supporting Explanation. The Project area is located in an area of high paleontological sensitivity due to the presence of the Williams and Ladd Formations and Silverado Formation. The older Pleistocene Alluvium has an unknown paleontological sensitivity; however, plant and extinct animal fossils have been recovered from these deposits in Riverside County and other Inland Empire locations. Excavations into any and all previously undisturbed sediment of the Williams and Ladd Formations and Silverado Formation, and exposed deposits of older Pleistocene Alluvium have the potential to encounter nonrenewable paleontological resources. Therefore, grading and other ground-disturbing activities within the Project area could significantly impact paleontological resources. (*Id.*)

A monitoring program shall be developed by a qualified paleontologist for excavation of these deposits in order to identify significant paleontological resources and mitigate the effects of development. (Draft EIR, p. 5.8-23.) The monitoring program shall include measures such as retaining a qualified paleontologist to inspect ground-disturbing activities, and salvage, catalogue, and curation of previously unknown fossil remains into an accredited and permanent scientific institution. Implementation of the Mitigation Measures 5.8-3a and 5.8-3b would reduce impacts to a less than significant level. (*Id.*)

H. HYDROLOGY AND WATER QUALITY

Impact 5.9-1. Construction of the Project may violate water quality standards or waste discharge requirements. (Draft EIR, p. 5.9-18.)

Finding. Impacts relating to violations of water quality standards or waste discharge requirements during construction of the Project would be reduced to less than significant levels with implementation of the following Mitigation Measures and with compliance with applicable Federal, State, and local regulations.

Mitigation Measure 5.9-1a. Prior to approval of the Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications stipulate that prior to the issuance of any grading permits, the Project Applicant shall be responsible for filing a Notice of Intent (NOI) and for filing the appropriate fees pursuant to the NPDES program. The Project Contractor shall incorporate stormwater pollution control measures into a SWPPP. A copy of the SWPPP shall be available and implemented at the construction site at all times. BMPs shall be implemented to the maximum extent possible by incorporating water pollution control practices in the following categories: soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management and materials pollution control. BMPs may include, but not limited to, sandbag barriers, sediment basins, debris removal wheel washes, biofiltration strips or swales, debris basins, hydro dynamic separators, and/or gross solid removal devices. Evidence that proper clearances have been obtained through the SWRCB, including coverage under the NPDES statewide General Stormwater Permit for Construction Activities, must be demonstrated.

Mitigation Measure 5.9-1b. Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications stipulate that prior to the issuance of grading permits, on-site drainage plans shall be in compliance with the NPDES guidelines. BMPs may include, but not be limited to, sandbag barriers, sediment basins, debris removal wheel washes, biolfiltration strips or swales, debris basins, hydro dynamic separators, and/or gross solid removal devices.

Mitigation Measure 5.9-1c. Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications illustrate that the proposed alignment complies with the DAMP guidelines and procedures. The proposed alignment is required to implement pollution prevention, treatment controls, and construction BMPs consistent with the requirements of DAMP. BMPs may include, but not limited to, biofiltration strips or swales, debris basins, hydro dynamic separators, and/or gross solid removal devices. During final design of the proposed alignment, the type, selection, and sizing of biofiltration strips or swales, and debris basins shall be specified and illustrated on Project plans and specifications.

Mitigation Measure 5.9-1d. In the event that previously unknown soil or groundwater

contamination is encountered during Project construction, construction activities shall be suspended and appropriate health and safety procedures shall be implemented, including implementation of an appropriate remediation strategy that is approved by the City and Department of Toxic Substance Control. If concentrations of materials are detected above regulatory cleanup levels during demolition or construction activities, the following mitigation measure shall include:

- Excavation and disposal at a permitted off-site facility;
- On-site treatment; or
- Other measures as appropriate.

Should contamination levels be in excess of acceptable Federal, State, and/or County of Riverside levels, a remedial action plan (subject to approval by the Department of Toxic Substance Control, Riverside County Department of Environmental Health, and responsible regulatory agencies) shall be implemented to reduce contaminants to acceptable levels. Additionally, refer to Mitigation Measure 5.3-1k in Section 5.3, PUBLIC HEALTH AND SAFETY.

Supporting Explanation. Construction of the Project would result in impacts to water quality, waste discharge, runoff, erosion, and/or siltation. (Draft EIR, p. 5.9-19.) Pursuant to the CWA the proposed alignment would be required to obtain a Section 404 Permit. For the USACE Section 404 Permit to be approved for the proposed alignment, an approval of a Section 401 Permit Water Quality Certification from the Santa Ana RWQCB would be required. (*Id.*)

The proposed alignment would be required to prepare a SWPPP prior to construction activities (refer to Mitigation Measure 5.9-1a). (*Id.*) The SWPPP must outline the source control and/or treatment control BMPs that would avoid or mitigate runoff pollutants at a construction site to the "maximum extent practicable" by incorporating water pollution control practices in the following categories: soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management and materials pollution control. (Draft EIR, p. 5.9-20.) The SWPPP must also address the use of appropriately selected, correctly installed and properly maintained pollution reduction BMPs to address temporary water quality impacts during construction. (*Id.*) The goal of BMPs is to capture and treat "first flush" stormwater run-off generated by surrounding and on-site watersheds. (*Id.*)

The proposed alignment would be expected to follow the guidelines and procedures outlined in the DAMP. (*Id.*) Additionally, the Project Contractor is required to implement pollution prevention, treatment controls, and construction BMPs consistent with the requirements outlined in the DAMP (refer to mitigation Measure 5.9-1c). Several DAMP-approved BMP devices could be implemented within roadway projects. The following BMPs are being considered for implementation for the proposed alignment: biofiltration strips or swales, debris basins, hydro dynamic separators, and/or gross solid removal devices. (*Id.*) During final design of the proposed alignment, the type, selection, and sizing of biofiltration strips or swales, and debris basins shall be specified. Proof of compliance with DAMP requirements shall be

illustrated on Project plans and specifications. (*Id.*)

Implementation of the specified requirements (i.e., compliance with the NPDES and DAMP requirements and the completion of a SWPPP) would reduce construction-related water quality impacts to a less than significant level (refer to Mitigation Measures 5.9-1a through 5.9-1c). (*Id.*)

Additionally, previously unknown soil or groundwater contamination may be encountered during Project construction. If this occurs, construction activities shall be suspended and appropriate health and safety procedures shall be implemented, including implementation of an appropriate remediation strategy that is approved by the City and Department of Toxic Substance Control (refer to Mitigation Measure Mitigation Measure 5.9-1d). With implementation of Mitigation Measure 5.9-1d impacts would be reduced to less than significant in this regard. (*Id.*)

Also during construction, the Project Contractor is required to adhere to the South Coast AQMD Regulation VIII Control Measures, which lists construction dust control measures to reduce construction dust that has the potential for creating water quality problems if particulate matter enters the live stream channels. (Draft EIR, p. 5.9-21.)

Impact 5.9-2. Operation of the Project could violate water quality standards or waste discharge requirements. (Draft EIR, p. 5.9-21.)

Finding. Impacts relating to violations of water quality standards or waste discharge requirements during operation of the Project would be reduced to less than significant levels with implementation of the following Mitigation Measure and with compliance with applicable Federal, State, and local regulations.

Mitigation Measure 5.9-2. The following BMPs shall be utilized for development of the proposed roadway alignment for the Foothill Parkway extension Project:

- Excavation within and outside the existing basin RCFC&WCD R/W to retain the original storage volume through extending the southern end of the basin approximately 150 feet;
- Construction of a new low-level outlet upgraded to be consistent with other debris basin outlet structures constructed by RCFC&WCD;
- Construction of an extension of the existing spillway, which would consist of a triple-box culvert; and
- New access ramps to the bottom of the roadway and perimeter access roadway.

Supporting Explanation. It is anticipated that various pollutants, including sediments, heavy metals, trash and debris, and oils and greases, as well as nutrients, organic substances, and oxygen-demanding substances, would be introduced into receiving waters from operation of the proposed alignment since it consists of a four-lane roadway. (*Id.*) To prevent potentially

contaminated runoff from reaching downstream waters, adequate water quality treatment must be applied in accordance with the RWQCB regulations. The primary objective of the water quality element of the BMPs is to ensure that the project-generated pollutants do not exceed the applicable water quality standards of the receiving water established by the RWQCB. (*Id.*) Structural and non-structural BMPs are an integral element of post-construction stormwater management practices. The proposed alignment would primarily utilize a variety of structural and non-structural post-construction BMPs to reduce long-term water quality impacts to the Santa Ana River as well as the multiple groundwater basins that serve the area. (*Id.*) Drainage from the roadway alignment would directly drain into the concreted-lined channels, the Mabey Canyon Debris Basin, and Wardlow Wash. Implementation of Mitigation Measure 5.9-2 for post construction BMPs would serve to reduce long-term water quality impacts to less than significant levels. (*Id.*)

Impact 5.9-6. The Project could 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. (Draft EIR, p. 5.9-24.)

Finding. Project impacts relating to exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff would be reduced to less than significant levels with implementation of the following Mitigation Measure and compliance with applicable State and local regulations.

> Mitigation Measure 5.9-6. During the PS&E Phase a design level Hydraulic Report shall be prepared and include an analysis of hydrologic conditions for the proposed alignment and recommend specific drainage improvement required to accommodate storage volumes and flood protection for existing and future runoff, such as culvert, detention basins, and debris basins. This report shall be subject to review and approval by the City Engineer.

Supporting Explanation. The Project proposes to accommodate street runoff by directing street surface flows during storm events to drainage facilities such as culverts, channels, and oversized drains, and several improvements to existing drainage facilities would be incorporated. (*Id.*) The Project proposes the construction of a storm water conveyance facility in Wardlow Wash, modifications to the RCFC&WCD Mabey Canyon Debris Basin, and incorporates drainage improvements to facilitate continued flow through a culvert at Kroonen Canyon to the Oak Street Debris Basin. (*Id.*)

Consistent with Riverside County requirements, the proposed alignment has been evaluated for the potential to cause a hydrologic change or condition of concern that could significantly impact downstream channels. The Water Quality Assessment determined that the proposed alignment would not cause a hydrologic condition of concern, since runoff from the proposed alignment drains to engineered channel facilities. (*Id.*) Proposed culverts, channels, and main line storm drains associated with the proposed alignment for both on-site and off-site drainage facilities would be designed to accommodate peak flow rates and debris loads under the

Project condition. (Draft EIR, pp. 5.9-24 to 5.9-25.) Mitigation recommendations in the Hydraulic Report would be incorporated into the proposed alignment to accomplish this, as per Mitigation Measure 5.9-6. (Draft EIR, p. 5.9-25.) With implementation of the Mitigation Measures 5.9-6, the proposed alignment would be designed to result in less than significant impacts related to the drainage system capacity. (*Id.*)

I. GEOLOGIC AND SEISMIC HAZARDS

Impact 5.10-1. Grading activities would be required to prepare the Project site for the proposed roadway alignment, subsequently resulting in impacts relating to the exposure of soils to short-term erosion by wind and water. (Draft EIR, p. 5.10-21.)

Finding. Impacts relating to the exposure of soils to short-term erosion by wind and water due to Project grading activities would be reduced to less than significant levels with implementation of the following Mitigation Measures.

Mitigation Measure 5.9-1a. Refer to Impact 5.9-1, above.

Mitigation Measure 5.9-1b. Refer to Impact 5.9-1, above.

Mitigation Measure 5.9-1c. Refer to Impact 5.9-1, above.

Supporting Explanation. Depending upon the specific on-site conditions of the soil, the Project Contractor would be required to remove "non-engineered" fill as part of the grading associated with the proposed alignment. (*Id.*) Due to the low density and compressible nature of existing young alluvial channel deposits within the Project site, remedial removals would be required prior to placement of engineered fills. Grading operations and the resultant manufactured embankments could increase the potential for erosion and siltation both during and after the construction phase of the Project. In order to mitigate the potential effects of erosion on-site, temporary and permanent erosion control measures would be required, such as the use of sandbags, hydroseeding, landscaping, and/or soil stabilizers. Additionally, proposed landscaping along the hillside and slope areas would help to prevent erosion. (*Id.*) The Project Contractor will be required to submit a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control measures in order to comply with the National Pollution Discharge Elimination System (NPDES) requirements of the Federal Clean Water Act (CWA). Implementation of Mitigation Measures 5.9-1a through 5.9-1c, regarding compliance with NPDES requirements, would reduce the potential erosion impacts to less than significant levels. (*Id.*)

Impact 5.10-3. Implementation of the Project may increase the number of people exposed to effects associated with seismically induced ground shaking. (Draft EIR, p. 5.10-22).

Finding. Impacts related to the exposure of people to effects associated with seismically-induced ground shaking would be reduced to less than significant levels with implementation of the following Mitigation Measures, which will ensure compliance with applicable State, County, and City regulations and the Uniform Building Code.

Mitigation Measure 5.10-3a. Prior to the issuance of a grading permit, a site-specific

geotechnical report shall be prepared by a registered geologist or soils engineer and submitted to the City Engineer, or his designee, for approval. The geotechnical report shall provide construction recommendations to minimize impacts related to seismic ground shaking. All recommendations in the geotechnical report shall be implemented during site preparation, grading, and construction.

Mitigation Measure 5.10-3b. Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications illustrate the proposed alignment complies with Uniform Building Code and the most current engineering standards related seismic ground shaking.

Supporting Explanation. The proposed alignment would be designed and constructed to withstand the magnitude of an earthquake of the surrounding faults. (*Id.*) The proposed Project is required to comply with the Uniform Building Code ("UBC"), State, County, and City regulations related to seismic ground shaking. Follow-up field studies during PS&E would confirm that the Project design meets these seismic safety standards, or would recommend engineering techniques to ensure compliance with regulations. The follow-up geotechnical report will evaluate potential stability impacts related to seismic ground shaking and recommend mitigation as necessary, which shall be implemented as per Mitigation Measure 5.10-3a. (*Id.*) The proposed soil nail wall will be designed considering the seismic conditions. The design of the proposed alignment may include longer nails, and smaller horizontal and vertical spacing of the nails. Stabilization fills or buttress fills may be required in front of cut slopes to limit slope displacement due to large earthquake events. (Draft EIR, p. 5.10-23.) However, specific engineering recommendations related to seismic ground shaking shall be identified in the required follow up geotechnical report (refer to Mitigation Measure 5.10-3a). Compliance with the UBC, State, County, and City regulations related to seismic ground shaking would reduce this potential impact to less than significant levels, and implementation of Mitigation Measures 5.10-3a and 5.10-3b would ensure the proposed alignment is designed to meet these regulations. (*Id.*)

Impact 5.10-4. Implementation of the Project may increase the number of people subject to substantial adverse effects associated with liquefaction. (Draft EIR, p. 5.10-23.)

Finding. Impacts of the Project with regard to subjecting people to substantial adverse effects associated with liquefaction would be reduced to less than significant levels with implementation of the following Mitigation Measures, which will ensure compliance with applicable State, County, and City regulations and the Uniform Building Code.

Mitigation Measure 5.10-4a. Prior to the issuance of a grading permit, a site-specific geotechnical report shall be prepared by a registered geologist or soils engineer and submitted to the City Engineer, or his designee, for approval. The geotechnical report shall provide construction recommendations to minimize impacts related to liquefaction. All

recommendations in the geotechnical report shall be implemented during site preparation, grading, and construction.

Mitigation Measure 5.10-4b. Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications illustrate the proposed alignment complies with Uniform Building Code and the most current engineering standards related design for development on liquefiable soils.

Supporting Explanation. The proposed Project is required to comply with the UBC, State, County, and City regulations related to liquefaction. (*Id.*) Structures founded on shallow foundations are designed to accommodate settlement or movement. Structures founded on deep foundations (piles) are designed to carry additional loads due to liquefaction. Slopes can potentially experience varying magnitudes of vertical and lateral deformation. (*Id.*) Specific recommendations to minimize impacts related to liquefaction shall be determined in a site-specific geotechnical report prepared by a registered geologist or soils engineer, prior to the issuance of a grading permit (refer to Mitigation Measure 5.10-4a). (*Id.*) All recommendations in the geotechnical report shall be implemented during site preparation, grading, and construction of the proposed alignment. (Draft EIR, pp. 5.10-23 to 5.10-24.)

Furthermore, development of the proposed alignment in conformance with established construction and design parameters set forth in the UBC would reduce potential liquefaction impacts to a permissible level. (Draft EIR, p. 5.10-24.) Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications illustrate the proposed alignment complies with UBC and the most current engineering standards related design for development on liquefiable soils (refer to Mitigation Measure 5.10-4b). Compliance with the UBC, State, County, and City regulations related to liquefaction, as required by Mitigation Measures 5.10-4a and 5.10-4b, would reduce this potential impact to less than significant levels. (*Id.*)

Impact 5.10-6. The Project could potentially expose commuters or roadways to soil expansion and slope stability impacts as a result of on-site slope/soil stability characteristics. (*Id.*)

Finding. Impacts of the Project related to soil expansion and slope stability would be reduced to less than significant levels with implementation of the following Mitigation Measures and compliance with the Uniform Building Code.

Mitigation Measure 5.10-6a. Cut slopes which expose loose sands and gravels shall be required to include over excavation and replacement with a drained stabilization fill.

Mitigation Measure 5.10-6b. Fill slopes shall be designed at a two to one ratio (or flatter), in a horizontal to vertical direction. Locally steeper fill slopes shall be

considered but shall be constructed with geosynthetics to enhance the shear strength of fill materials. Higher compaction standards, which are typically 93 percent of the laboratory maximum dry density, should be implemented in deeper fills of greater than 40 feet to enhance engineering characteristics and reduce the amount of potential settlement. Subsurface drainage devices shall be installed below fills to intercept and direct water that may seep from the bedrock or be introduced from the surface.

Mitigation Measure 5.10-6c. Natural slopes that expose loose sands and gravels shall require and include over excavation and replacement with a drained stabilization fill/shear key.

Mitigation Measure 5.10-6d. To ensure stability of expansive soils, the following techniques shall be followed: proper design of foundations, slabs, streets and other improvements subject to the influence of soils; over excavation of the expansive soils and replacement with less expansive fill soils; utilizing selective grading techniques to place more highly expansive soils well below foundation elements; employment of presaturation techniques to lessen expansion potential; control of surface and subsurface drainages to prevent moisture variations; and combinations of these various techniques.

Supporting Explanation. Construction of the proposed alignment would include man-made fill, trench-walls, and cut and fill slopes. According to the Geotechnical Study, bedrock underlies the Project site and is considered only slightly compressible. Therefore, it is expected to adequately support embankment fills and roadway loads. (*Id.*) Man-made fill and alluvium along the alignment are typically compressible and may be collapsible; as a result, these materials may not be suitable for the support of fills and structural loads in its natural state. (Draft EIR, pp. 5.10-24 to 5.10-25.) During the final design phase and the construction of the proposed alignment, soils with the potential to collapse or expand will be identified, evaluated, and mitigated, as per Mitigation Measure 5.10-6d. Therefore, the potential damage related to expansive soils is less than significant. (*Id.*)

All cut and fill slopes that are proposed along the Foothill Parkway extension would incorporate standard practices of the UBC during the design phase and construction to identify any unstable conditions. (Draft EIR, p. 5.10-25.) If any unstable conditions were found on-site, the Project Contractor would suggest recommendations for the final design phase of the Project. (*Id.*) Also, the Project Contractor would suggest recommendations regarding trench-wall stability, which would be provided during the design phase of the proposed roadway alignment, as required by Mitigation Measures 5.10-6a through 5.10-6d. (*Id.*) Therefore, impacts associated with unstable slopes and trench-wall stability would result in less than significant impacts. (*Id.*)

SECTION 4: RESOLUTION REGARDING ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT.

The City Council hereby finds that, despite the incorporation of Mitigation Measures outlined in the Draft EIR, the following impacts of the Project cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore included herein:

A. AESTHETICS, LIGHT, AND GLARE

Impact 5.2-1. Development of the Project would result in grading and construction activities that would temporarily alter the visual character of the Project site and the surrounding area. (Draft EIR, p. 5.2-9.)

Finding. Temporary impacts of the Project due to alteration of the visual character of the Project site and the surrounding area would be reduced to the extent feasible with the implementation of the following Mitigation Measure; however, the impact would still be significant and unavoidable.

> Mitigation Measure 5.2-1. Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material. Staging locations shall be indicated on final plans and grading plans are subject to review and approval of the City. Compliance with this measure is subject to periodic field inspection by City Staff.

Supporting Explanation. Construction activities associated with the proposed alignment would create short-term impacts. (Draft EIR, p. 5.2-10.) Project construction activities would alter views across the Project area from surrounding locations, including views from motorists along Foothill Parkway, Lincoln Avenue, Green River Road, Paseo Grande, and smaller collector roads associated with residential uses to the north of the Project site. (*Id.*) In addition, views from the surrounding land uses, including the low-density residential uses to the north, east, and west, as well as rural residential uses to the south of the Project site, would be impacted by construction activities. The eastern portion of the Project site, along Chase Drive from Mangular Avenue to State Street, is also designated as a City Scenic Highway. Project implementation would alter westward views toward the Santa Ana Mountains along this scenic highway. (*Id.*)

During construction, demolition operations, graded surfaces, construction materials, equipment, and truck traffic would be visible. Soil would be stockpiled and equipment for grading activities would be staged at various locations within the Project area. (*Id.*) With implementation of Mitigation Measure 5.2-1, staging equipment areas shall be required to use appropriate screening (i.e., temporary fencing with opaque material) and impacts would be reduced. (*Id.*) Although construction-related activities are anticipated to be short-term and Mitigation Measure 5.2-1 would lessen impacts, surrounding residential areas and viewers along the designated scenic highway would be exposed to the visually-related impacts of construction activities for a period of approximately two years. Thus, construction-related aesthetic impacts are considered significant and unavoidable. (*Id.*)

Construction activities would only occur during daylight hours. Therefore, short-term light and glare impacts associated with construction activities would be less than significant. (*Id.*)

Impact 5.2-2. Development of the Project would result in an alteration to a scenic vista within the viewshed of the Project site. (Draft EIR, p. 5.2-11.)

Finding. Impacts of the Project related to the alteration of a scenic vista within the viewshed of the Project site would be reduced to the extent feasible with implementation of the following Mitigation Measures; however, the impact would still be significant and unavoidable.

Mitigation Measure 5.2-2a. To maintain the context of the Project area, roadway landscaping within the roadway median and parkways shall be similar in appearance to the existing ornamental landscaping along Green River Road and Foothill Parkway.

Mitigation Measure 5.2-2b. Disrupted areas of vegetation, wildlife habitat, natural watercourses, and drainage swales shall be replaced. Vegetation shall be arranged in informal masses to create a textured slope that is characteristic to a natural chaparral mountain slope terrain. Hillside and canyon slopes shall be planted with drought tolerant species to soften the impact of land grading, retaining walls, structures, and roads. All proposed landscaping species shall be selected to agree with the local climate, humidity, soil types, and local wind. All selected species shall share similar water requirements. The street tree maintenance and enhancement program and new landscaping palette and location shall be developed in consultation with the City Public Works Department.

Mitigation Measure 5.2-2c. All cut and fill activities for the Project shall be developed in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase. The area and height of cut and fill shall be minimized, to the extent technically achievable, ensuring that slope tops and bottoms are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect to the extent feasible.

Supporting Explanation. The southern views from southbound travelers (along Paseo Grande toward the foothills of the Santa Ana Mountains) would be altered by the proposed alignment. (*Id.*) Implementation of the Project would disturb the native vegetation, introduce ornamental and native vegetation, and alter the existing topography of the Project site. Upon Project implementation, background views to the Santa Ana Mountains would remain. With implementation of Mitigation Measure 5.2-2a, the roadway R/W and medians would be landscaped in a manner similar to the existing streetscape along Green River Road and Foothill Parkway. (*Id.*) Additionally, disturbed areas of vegetation, wildlife habitat, natural watercourses/drainage swales, and other prominent viewshed features would be replanted

(Mitigation Measure 5.2-2b). Vegetation would be arranged in informal masses to create a textured slope that is characteristic to a natural chaparral mountain slope terrain. Hillside and canyon slopes would be planted to soften the impact of grading, retaining walls, structures, and roads. (*Id.*)

With implementation of Mitigation Measure 5.2-2c, Project development would minimize the area and height of cut and fill, to the extent technically feasible to ensure that slope cut and fill are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect. (*Id.*) Although Mitigation Measure 5.2-2c would reduce the appearance of the altered topography, these visual impacts to the foothills of the Santa Ana Mountains would remain significant and unavoidable. (*Id.*)

This designated highway provides western views toward the Santa Ana Mountains. The proposed alignment would alter westward foreground and middleground views. (Draft EIR, p. 5.2-12.) Visible project features would include a new roundabout intersection at Chase Drive and Mangular Avenue, the new roadway connection from Chase Drive to proposed Foothill Parkway, and disturbed hillside vegetation. Although this scenic vista would be altered, the background views to the Santa Ana Mountains would remain. (*Id.*) With implementation of Mitigation Measures 5.2-2a and 5.2-2b, the increased hardscape features and disturbed vegetation resulting from the Project would be reduced. However, as this view is a designated City Scenic Highway, the Project would result in a significant and unavoidable impact after implementation of Mitigation Measures 5.2-2a and 5.2-2b. (*Id.*)

Impact 5.2-3. Development of the Project would result in a substantial alteration to the existing visual character and quality of the Project site and its surroundings. (Draft EIR, p. 5.2-12.)

Finding. Impacts of the Project related to the substantial alteration of the existing visual character and quality of the Project site and its surroundings would be reduced to the extent feasible with implementation of the following Mitigation Measures; however, impacts would remain significant and unavoidable.

Mitigation Measure 5.2-3a. To maintain consistency with the existing infrastructure (i.e., bridges, roadways, walls, sidewalks, signage, etc.) of the surrounding Project area, architectural treatments (which may include vine treatment) for the structural elements of the Project shall be determined in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase.

Mitigation Measure 5.2-3b. All aesthetic treatments to retaining walls and other wall features shall be developed in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase. The height of wall features shall be minimized and all walls shall be designed with smooth flowing forms that follow topography and utilize material, colors, and

textures that blend in with the surrounding landscape, to the extent feasible.

Supporting Explanation. Residences adjacent to the Project site would experience a change in topography due to approximately 1.7 million cubic yards of cut and 1.6 million cubic yards of fill proposed by the Project. Additionally, approximately 3,600 cubic yards of fill would be used if the Border Avenue connection is constructed and 3,400 cubic yards of cut and 23,400 cubic yards of fill would be used if the Chase Drive/Mangular Avenue connection is constructed. Implementation of Mitigation Measures 5.2-2c would reduce the area and height of cut and fill, to the extent technically feasible, ensuring that slope tops and bottoms are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect. (Draft EIR, p. 5.2-42.)

Implementation of Mitigation Measure 5.2-2a would also ensure a seamless transition between the streetscape for the new alignment and the existing streetscapes at Paseo Grande, Skyline Drive, and the existing Foothill Parkway (to the east). (*Id.*) Generally, the slopes would be hydroseeded with plant species that would complement the surrounding native vegetation and require no permanent irrigation (Mitigation Measure 5.2-2b). Trees and other landscaping would be placed at the base of cut slopes, up to the first drainage terrace, in order to soften the appearance from the driver's and pedestrian's perspective. (*Id.*) From Border Avenue to Skyline Drive, medians and parkways along Foothill Parkway would consist of street trees and medium to low growing shrubs and groundcover. Overall, the plant palette would be designed to coalesce with the recently constructed Foothill Parkway, east of Skyline Drive. (*Id.*) Particular attention would be focused on the cut and fill slopes facing residents that adjoin the Project site. Irrigation and maintenance would be provided by the City of Corona, where necessary. (*Id.*)

Therefore, with implementation of Mitigation Measures 5.2-2a and 5.2-2b, visual impacts pertaining to the Project's overall unity and intactness with the existing character of the Project site would be reduced. However, as the Project would require significant alterations to the existing topography, impacts in this regard would be considered significant and unavoidable. (Draft EIR, p. 5.2-57.)

Upon Project implementation, the existing rural/open space landscape would be interrupted by the proposed alignment. (*Id.*) Impacts to the overall change in landscape (from rural/open space to a developed streetscape) would be considered significant. (*Id.*) Views to Wardlow Wash would be obstructed by the proposed bridge features and the new alignment from residences adjoining the Project site to the northwest and north. Existing native landscaping and mature trees would be removed and replaced with ornamental streetscape. (*Id.*) Mitigation Measures 5.2-2a and 5.2-2b would reduce visual impacts to vegetation by requiring the installation of roadway landscaping that is similar in appearance to the existing roadway vegetation surrounding the Project site. From Paseo Grande to Border Avenue, medians and parkways would consist of street trees and medium- to low-growing shrubs and groundcover. Through this area, a "rural highway" feel would be the aesthetic goal. (*Id.*) The hydroseed mix would include both native and non-native drought tolerant species that would appear similar to the surrounding native vegetation. Furthermore, Mitigation Measure 5.2-2b would require the

replanting of disrupted areas of vegetation, wildlife habitat, natural watercourses, and drainage swales. Although implementation of Mitigation Measures 5.2-2a and 5.2-2b would reduce the visual impacts to character/quality at the Project site, the overall change in landscape at the Project site (from rural/open space to a developed streetscape) would remain significant and unavoidable. (*Id.*)

The proposed roadway, associated bridge features, and retaining wall structures would increase hardscape features within the area. Additionally, Project implementation would require alteration to multiple existing perimeter walls located along residential uses to the southeast of the Project site. (*Id.*) Implementation of Mitigation Measure 5.2-3a would ensure that all Project structures would appear similar to surrounding development. (*Id.*) Motorists traveling along the proposed Foothill Parkway alignment would experience up to six retaining wall structures to the north of the roadway and one retaining wall structure located to the south of the roadway. Implementation of Mitigation Measure 5.2-3b would require all proposed wall features to be designed to include smooth flowing forms that follow topography and utilize material, colors, and textures that blend in with the surrounding landscape, to the extent feasible. (*Id.*)

As Chase Drive would be extended to connect to Foothill Parkway and would result in a new transportation use located within close proximity to residential uses, the Project may include a new wall feature along Chase Drive to reduce the visibility of proposed transportation uses. Should the wall feature be constructed, additional visual impacts may result from the increased hardscape. (Draft EIR, p. 5.2-58.) With implementation of Mitigation Measure 5.2-3b, architectural treatments (which may include vine treatments) would be added to the walls (should it be constructed) to reduce the appearance of hardscape features. (*Id.*) In addition to wall features, the proposed medians and parkways would contribute to the resultant hardscape. With implementation of Mitigation Measure 5.2-2a, all medians and parkways would be landscaped to soften and screen traffic flow from the pedestrian walkways and buffer adjacent retaining walls and slopes along Foothill Parkway. In summary, Mitigation Measures 5.2-2a, 5.2-3a, and 5.2-3b would reduce the appearance of hardscape features, and impacts in this regard would be less than significant. (*Id.*)

B. AIR QUALITY

Impact 5.5-1. Construction of the Project would result in PM_{10}, $PM_{2.5}$, and NO_X emissions that would exceed SCAQMD's threshold of significance.

Finding. Impacts of the Project from violating SCAQMD's daily emission thresholds for construction activities would be reduced to the extent feasible with implementation of the following Mitigation Measures; however, impacts would remain significant and unavoidable.

Mitigation Measure 5.5-1a. Prior to approval of the Project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust

preventive measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered to prevent excessive amounts of dust;
- On-site vehicles speed shall be limited to 15 miles per hour (mph);
- All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized;
- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;
- If dust is generated and visibly occurs beyond the site boundaries, clearing, grading, earth moving, or excavation activities that generate dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour); and
- All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

Mitigation Measure 5.5-1b. Prior to approval of the Project plans and specifications, the Public Works Director shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Resident Engineer. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction.

Mitigation Measure 5.5-1c. Prior to approval of the Project plans and specifications, the Director of Public Works, or his designee, shall confirm that the construction bid packages include a separate "Diesel Fuel Reduction Plan." This plan shall identify the actions to be taken to reduce diesel fuel emissions during construction activities (inclusive of grading and excavation activities). Reductions in diesel fuel emissions can be achieved by measures including, but not limited to, the following: a) use of alternative energy sources, such as compressed natural gas or liquefied petroleum gas, in mobile equipment and vehicles; b) use of "retrofit technology," including diesel particulate trips, on existing diesel engines and vehicles; and c) other appropriate measures with equal or better efficiency (as determined in consultation with the South Coast Air Quality Management District). Prior to the issuance of a grading permit, the Diesel Fuel Reduction Plan shall be filed with the City of Corona. The Diesel Fuel Reduction Plan shall include the following provisions:

- All diesel fueled off-road construction equipment shall be CARB certified or

use post-combustion controls that reduce pollutant emissions to the same level as CARB certified equipment. CARB certified off-road engines are engines that are three years old or less and comply with lower emission standards. Post-combustion controls are devices that are installed downstream of the engine on the tailpipe to treat the exhaust. These devices are now widely used on construction equipment and are capable of removing over 90 percent of the PM10, carbon monoxide, and volatile organic compounds from engine exhaust, depending on the specific device, sulfur content of the fuel, and specific engine type. The most common and widely used post-combustion control devices are particulate traps (i.e., soot filters), oxidation catalysts, and combinations thereof.

- All diesel fueled on-road construction vehicles shall meet the emission standards applicable to the most current year to the greatest extent possible. To achieve this standard, new vehicles shall be used or older vehicles shall use post-combustion controls that reduce pollutant emissions to the greatest extent feasible.

The effectiveness of the latest diesel emission controls is highly dependant on the sulfur content of the fuel. Therefore, diesel fuel used by on-road and off-road construction equipment shall be low sulfur (>15 ppm) or other alternative low polluting diesel fuel formulation.

Mitigation Measure 5.5-1d. All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

Supporting Explanation. The Project would result in fugitive dust emissions (i.e., PM10 and PM2.5) from clearing and grading activities on-site. (Draft EIR, p. 5.5-19.) PM10 and PM2.5 emissions can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions and other factors, making quantification difficult. The highest potential for construction dust impacts would occur during the dry late spring, summer, and early fall months when soils are dry. Despite this variability in emissions, experience has shown that there are a number of feasible control measures that can be reasonably implemented to significantly reduce PM10 and PM2.5 emissions from construction activities, such as Mitigation Measure 5.5.-1a. (*Id.*) However, according to the Air Quality Assessment, the daily construction emissions would exceed the established thresholds and, therefore, would be considered significant. (*Id.*)

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting excavated materials from the Project site and fill soils to the Project site. (*Id.*) Emitted pollutants would include CO, VOC, SOx, NOx, PM10, and PM2.5. Standard SCAQMD regulations would be required, via

Mitigation Measures 5.5-1b through 5.5-1c, to maintain all construction equipment, shut down equipment when not in use for extended periods of time, and implementing SCAQMD Rule 403. (*Id.*) However, construction equipment exhaust would cause an exceedance of the SCAQMD's NOx thresholds during the entire construction period. Therefore, a Diesel Reduction Plan shall be implemented via Mitigation Measure 5.5-1c to reduce the increased levels of nitrogen oxides generated by on-site construction equipment. (*Id.*) However, even with implementation of the Diesel Reduction Plan and compliance with the SCAQMD standards, emissions from the proposed alignment would remain significant and unavoidable. (*Id.*)

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates VOC emissions, which are O3 precursors. According to the Air Quality Assessment and as illustrated in Table 5.5-5 above, VOC emissions would be below SCAQMD standards. (Draft EIR, p. 5.5-20.)

Implementation of the proposed alignment may require the demolition of five on-site structures. Due to the age of the on-site structures (prior to the banned use of asbestos containing materials [ACMs] in 1978), the potential for ACMs to be found on-site is considered likely. (*Id.*) Regulations have been established, which require demolition activities to minimize asbestos released into the air. Primarily, this is accomplished through the asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP), which is enforced by CARB and SCAQMD. (*Id.*) Should renovation or demolition of any on-site structures be required, the Project would be subject to the asbestos NESHAP and SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. (Draft EIR, p. 5.5-21.) As noted in Mitigation Measure 5.3-1h, an asbestos survey shall be conducted prior to construction activities by an Asbestos Hazard Emergency Response Act and California Occupational Safety and Health Administration certified building inspector to determine the levels of asbestos in structures should renovation or demolition occur. (*Id.*) Therefore, no airborne asbestos would be generated during demolition activities. (*Id.*)

According to a general Ultramafic rock formation map created by the State of California Department of Conservation, Division of Mines and Geology, the Project site is not anticipated to be underlain by Ultramafic rock formations and therefore is not expected to contain naturally-occurring asbestos. (*Id.*) No impacts would occur in this regard. (*Id.*)

Construction vehicle pollutant emission generators would consist primarily of haul truck activities such as earthwork haulage, graders, pavers, contractor vehicles, and diesel-electric generators. Construction emissions of diesel particulate matter utilized within the SCREEN3 model were taken from the URBEMIS 2007 construction outputs for the proposed alignment. (Draft EIR, p. 5.5-22.) Based upon the model results, the particulate matter concentrations are below the SCAQMD Cancer Risk Threshold of one in one million for both construction years. (Draft EIR, p. 5.5-22 to 5.5-23.) Therefore, it is anticipated that impacts would be less than significant for cancer risks from toxic air emissions during construction activities. (Draft EIR, p. 5.5-23.)

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. (*Id.*) Following compliance with the SCAQMD rules, no construction activities or materials would create objectionable odors or noxious fumes. Therefore, impacts would be less than significant and no mitigation would be required. (*Id.*)

It is anticipated that odors, asbestos, and diesel particulate matter emissions during construction of the proposed alignment would be considered less than significant Construction emissions associated with the Foothill Parkway extension would exceed the SCAQMD thresholds for PM10, PM2.5, and NOx, and would therefore be considered significant. (*Id.*) Mitigation Measures 5.5-1a through 5.5-1d are required in order to reduce the pollutant emission levels associated with the short-term construction of the Project. However, the applied mitigation measures would not provide a reduction substantial enough to reduce impacts to less than significant levels. (*Id.*) Therefore, PM10, PM2.5, and NOx emissions would exceed the SCAQMD thresholds, resulting in a significant and unavoidable impact. (*Id.*)

C. NOISE

Impact 5.6-1. Grading, construction, and construction-related vibration generated by construction equipment within the Project area would result in temporary noise and vibration impacts to nearby noise-sensitive receptors. (Draft EIR, p. 5.6-23.)

Finding. Temporary noise and vibration impacts of the Project on nearby noise-sensitive receptors during Project grading and construction would be reduced to the extent feasible with implementation of the following Mitigation Measures; however, impacts would remain significant and unavoidable.

Mitigation Measure 5.6-1a. Prior to issuance of grading permits for the proposed alignment, the Project Contractor shall provide evidence acceptable to the City of Corona Public Works Director, or designee, that (1) all construction equipment, fixed and/or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards, (2) construction activities shall be limited to the designated daytime hours as specified by the City of Corona, currently 7:00 a.m. to 8:00 p.m. on Monday through Saturday and 10:00 a.m. and 6:00 p.m. on Sunday and federal holidays. These restrictions apply to all trucks, vehicles, and equipment that are making or involved with material deliveries, loading or transfer of materials, equipment service, and maintenance of any devices for or within the Project construction site.

Mitigation Measure 5.6-1b. During construction, the Project Contractor shall place all stationary construction equipment such that emitted noise is directed away from noise-sensitive receptors. The placement of the equipment shall meet the satisfaction of the Building Official and is subject to site inspection. Additionally,

the Project Contractor shall provide evidence of the placement of the stationary equipment to the Building Official.

Mitigation Measure 5.6-1c. Prior to approval of the Project plans and specifications, the City of Corona Public Works Director, or designee, shall confirm that the Project plans and specifications stipulate that the Project Contractor shall incorporate feasible muffling features into all construction vehicles and equipment and into construction methods, and shall maintain all construction vehicles and equipment in efficient operating condition.

Mitigation Measure 5.6-1d. Prior to approval of the Project plans and specifications, the City of Corona Public Works Director, or designee, shall confirm the Project plans and specifications stipulate that the Project Contractor shall locate stockpiling and construction vehicle staging areas as far away as practical from noise sensitive receptors during construction activities.

Mitigation Measure 5.6-1e. During construction, the Project Contractor shall install temporary construction barriers with an effective height of 8 to 10 feet around construction activities located within 100 feet of residences, where it is feasible, to provide a noise reduction of 8 to 10 dBA. These barriers shall be provided along Green River Road, Paseo Grande, and Meadowcrest Street and near the cul-de-sacs of Condor Circle, Clearview Circle, and Folson Circle.

Mitigation Measure 5.6-1f. Prior to issuance of grading permits for the proposed alignment, the Project Contractor shall develop and execute a community information program, notifying neighbors of planned construction schedules and periods of maximum activity. The notice shall provide a construction schedule, required noise conditions applied to the proposed alignment, and the name and telephone number of the Construction Project Manager who can address questions and problems that may arise during construction.

Mitigation Measure 5.6-1g. If pile driving occurs within 200 feet of sensitive receptors, alternative construction methods such as pre-drilling, drilled piles, Giken silent piling, pile cushioning, or any non-impact drivers shall be implemented to significantly reduce vibration levels generated by construction activities.

Supporting Explanation. Short-term noise impacts would be associated with the excavation and grading activities along the proposed alignment during construction. Construction activities would result in short-term noise levels higher than existing ambient noise levels in the Project area. (Draft EIR, pp. 5.6-33 to 5.6-34.)

With the incorporation of Mitigation Measures 5.6-1a through 5.6-1f, noise levels between noise sources and sensitive receptors would be reduced. (Draft EIR, p. 5.6-35.) Mitigation Measure 5.6-1a would require that all Project construction equipment be operated and

maintained with noise reducing mufflers. (*Id.*) In addition, adherence to the hours specified in Section 17.84.040, Noise, of the City's Municipal Code regarding construction activities would minimize construction noise impacts. (*Id.*) Mitigation Measure 5.6-1b also requires all stationary construction equipment be directed away from sensitive noise receptors. Additionally, Mitigation Measure 5.6-1c would further reduce noise impacts to noise-sensitive receptors by requiring the incorporation of noise reducing mufflers into construction vehicles and into construction methods to the extent feasible. (*Id.*) Mitigation Measure 5.6-1d requires all construction equipment staging areas to be located as far away from noise sensitive receptors as practical. (*Id.*)

Mitigation Measure 5.6-1e requires temporary construction barriers with an effective height of 8 to 10 feet be installed around construction activities located within 100 feet of residences, where it is feasible, in order to provide a noise reduction of 8 to 10 dBA. (Draft EIR, pp. 5.6-35 to 5.6-36.) These barriers shall be provided along Green River Road, Paseo Grande, and Meadowcrest Street and near Condor Circle, Clearview Circle, and Folsom Circle. With implementation of Mitigation Measure 5.6-1e, the closest residence would experience a maximum noise level of 81 to 83 dBA Lmax. (Draft EIR, p. 5.6-36.) As such, substantial (exceed noise standards) temporary and periodic increases in ambient noise levels in the Project vicinity above existing conditions would occur due to the operation of construction equipment. (*Id.*) As construction activities would still potentially generate high noise levels with the installation of temporary construction barriers, construction noise would cause disturbance or annoyance to persons of normal sensitivity residing in the area. (*Id.*) Therefore, construction noise impacts would have a significant and unavoidable impact on nearby residences. Mitigation Measure 5.6-1f recommends the Project Contractor develop and execute a community information program, notifying neighbors of planned construction schedules and periods of maximum activity. (*Id.*) The notice shall provide a construction schedule, required noise conditions applied to the proposed alignment, and the name and telephone number of the Construction Project Manager who can address questions and problems that may arise during construction. Although, implementation of the Mitigation Measures 5.6-1a through 5.6-1f would reduce short-term construction impacts, construction activities still have the potential to exceed the City's noise standards. (*Id.*) Therefore, short-term construction impacts would be significant and unavoidable.

D. CULTURAL RESOURCES

Impact 5.8-1. Implementation of the Project would cause a significant impact to historical resources on-site. (Draft EIR, p. 5.8-20.)

Finding. Impacts of the Project relating to adverse effects to significant on-site historical resources would be reduced to the extent feasible with implementation of the following Mitigation Measures; however, impacts would remain significant and unavoidable.

Mitigation Measure 5.8-1a. Recordation. If the historic arroyo stone footbridge is demolished or relocated, recordation (by photographs, measured drawings, and

narrative) of the historic resource shall be made in order to ensure a permanent record of the present appearance and context of the historical resource is maintained. Demolition/relocation and recordation of historic resources shall be according to Historic American Engineering Record (HAER) standards prior to any construction activities. Once the HAER documentation is approved by a designated Project architectural historian, who meets the Secretary of the Interior's Professional Qualification Standards, the resulting archival documentation shall be filed with the State Office of Historic Preservation, City of Corona Planning Department, and Corona Public Library, Heritage Room.

Mitigation Measure 5.8-1b. Relocation. Relocate the historic arroyo stone footbridge to a comparable location/setting within the community, if feasible. Such relocation efforts shall be undertaken in accordance with a Relocation Plan prepared by a qualified architectural historian, historic architect, or historic preservation professional that satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture. The Relocation Plan shall include relocation methodology recommended by the National Park Service, which are outlined in the booklet entitled "Moving Historic Buildings," by John Obed Curtis (1979), and the Secretary of the Interior's Standards for the Treatment of Historic Properties, as applicable. Upon relocation of the structure to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed in conjunction with the relocation of the footbridge shall be undertaken in a manner consistent with the Standards. At the relocation site, provide a public information sign/plaque that explains why the resource is significant.

Mitigation Measure 5.8-1c. Salvage. Offer the resource and/or elements of it to a local preservation group(s) for salvage or reuse, if relocation is not feasible.

Supporting Explanation. Implementation of the proposed alignment would result in a significant and unavoidable impact to the one historic resource identified on-site, an arroyo stone footbridge, since the Project would require its demolition. (*Id.*) Mitigation Measure 5.8-1a requires the recordation (by photographs, measured drawings, and narrative) of the arroyo stone footbridge in order to ensure a permanent record of the present appearance and context of the historical resource is maintained. (*Id.*) Adherence to the required mitigation would ensure that the demolition/relocation and recordation of the historic arroyo stone footbridge complies with HAER standards. Once the HAER documentation is approved by a designated Project architectural historian who meets the Secretary of the Interior's Professional Qualification Standards, the resulting archival documentation would be filed with the State Office of Historic Preservation, City of Corona Planning Department, and Corona Public Library, Heritage Room. (*Id.*) Additionally, Mitigation Measures 5.8-1b and 5.8-1c would further lessen historical impacts by requiring the arroyo stone footbridge be relocated or salvaged. (*Id.*) Although Mitigation Measures 5.8-1a through 5.8-1c would lessen impacts to historic resources, impacts would not be fully mitigated and reduced to a less than significant level since the stone bridge

would still be removed from its site. Therefore, impacts under the Project to historic resources would remain significant and unavoidable. (*Id.*)

E. GEOLOGIC AND SEISMIC HAZARDS

Impact 5.10-2. Implementation of the Project has the potential to expose commuters to adverse effects associated with rupture of a known earthquake fault. (Draft EIR, p. 5.10-21.)

Finding. Impacts of the Project relating to the exposure of commuters to adverse effects associated with the rupture of a known earthquake fault would be reduced to the extent feasible with implementation of the following Mitigation Measures; however, impacts would remain significant and unavoidable.

> Mitigation Measure 5.10-2. Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications illustrate the proposed alignment complies with Uniform Building Code and the most current engineering standards related to design and siting for seismic hazards.

Supporting Explanation. Active faults that are part of the Whittier-Elsinore and Chino Fault Zones traverse the Project site. The southern two-thirds of the proposed alignment lie within these zones. (Draft EIR, pp. 5.10-21 to 5.10-22.) The City's General Plan provides goals and policies for the potential geotechnical hazards within the City of Corona (refer to the City's General Plan Policies 11.1.2 and 11.1.5). (Draft EIR, p. 5.10-22.) The goals and policies were established to ensure that development satisfactorily addresses the proper siting, design, and construction of "essential facilities", including their continued functioning in the event of a seismic or other geologic disaster. The Project is required to comply with the UBC, State, County, and City regulations related to seismic hazards. (*Id.*) Follow-up field studies during PS&E would confirm that the Project design meets these seismic safety standards, or would recommend engineering techniques to ensure compliance with the most current engineering standards for seismic design. (*Id.*) However, due to the fact that the proposed roadway alignment is an essential facility and active faults traverse the Project site, the proposed Project would not be consistent with the City's General Plan Policy 11.1.2. The proposed alignment will be designed to minimize seismic impacts. (*Id.*) Nonetheless, development of the proposed alignment with adequate setbacks to avoid fault rupture impacts may not be possible, as active faults traverse the Project site. (*Id.*) Although Mitigation Measure 5.10-2 would reduce fault rupture impacts, significant and unavoidable impacts would occur in this regard. (*Id.*)

SECTION 5: RESOLUTION REGARDING CUMULATIVE ENVIRONMENTAL IMPACTS

A. LAND USE AND RELEVANT PLANNING

Aside from the City's General Plan, Zoning Ordinance, and adopted specific plans (with

which the Project was determined to be consistent, see Impacts 5.1-1 and 5.1-2, above), development in the City is required to comply with the following:

- 1997 Air Quality Management Plan
- 1999 Amendment for Ozone
- SCAG's RTIP, RTP, and RCPG

As all development would be required to comply with these plans, policies, and regulations, overall cumulative impacts would be less than significant. (Draft EIR, p. 5.1-16.) The proposed Project is required to comply with these plans, policies, and regulations as well. Therefore, the Project would not contribute to cumulative impacts. (*Id.*)

B. AESTHETICS, LIGHT, AND GLARE

Construction activities associated with the proposed alignment would contribute to cumulative short-term impacts, as Project construction would occur over two years. (Draft EIR, p. 5.2-29.) With implementation of Mitigation Measure 5.2-1, staging equipment areas shall be required to use appropriate screening (i.e., temporary fencing with opaque material) and impacts would be reduced. (*Id.*) Although construction-related activities are anticipated to be short-term and Mitigation Measure 5.2-1 would lessen impacts, surrounding residential areas and viewers along the designated scenic highway would be exposed to the visually-related impacts of construction activities for a period of approximately two years. (*Id.*) Therefore, although implementation of Mitigation Measure 5.2-1 would reduce impacts, the Project would cumulatively contribute to the degradation of character/quality in the Project area, as well as contribute to the alteration of designated scenic vistas toward the foothills and Santa Ana Mountains. (*Id.*) Thus, the Project would have a significant cumulative impact in this regard.

Construction activities would only occur during daylight hours. Therefore, the Project would not contribute cumulatively to short-term light and glare impacts. (*Id.*)

Although implementation of Mitigation Measure 5.2-1 would reduce impacts, the Project would cumulatively contribute to short-term (construction) impacts with regard to the degradation of character/quality in the Project area, as well as the alteration of designated scenic vistas. (Draft EIR, p. 5.2-60.) Thus, the Project would cumulatively contribute to the construction-related visual impacts and these impacts would be significant and unavoidable. (*Id.*) Thus, the Project would have a significant cumulative impact in this regard.

Significant views within the City include views of Prado Dam from Sierra del Oro, views for the Santa Ana Mountains from I-15/SR-91 interchange, southern view of foothills from north-south streets, views from higher elevations in the City, and Grand Boulevard. Scenic vistas within the Project area include westward views toward the Santa Ana Mountains from Chase Drive and southern views of foothills from Paseo Grande. Cumulative projects in the Project area are not anticipated to impact these two specific scenic vistas. (*Id.*) Development within the City would be required to undergo environmental review and design to ensure scenic vistas are not affected. Additionally, adherence to policies in the City's General Plan would

reduce impacts to less that significant. (*Id.*)

The proposed alignment and profile would alter two scenic vistas, which include the southern views along Paseo Grande toward the foothills and the western views along Chase Drive toward the Santa Ana Mountains. Proposed alterations would include the disturbance of native vegetation, the introduction of ornamental and native vegetation, and the alteration of topography at the Project site. With implementation of Mitigation Measures 5.2-2a through 5.2-2c, impacts to the altered topography would be reduced; however, these visual impacts to foreground and middleground views to the two scenic vistas along Chase Drive and Paseo Grande would remain significant and unavoidable.

Although the proposed Project would result in a significant and unavoidable impact at these scenic vistas, there would not be a significant cumulative impact due to the incremental effects on scenic vistas of the cumulative projects identified in Draft EIR Section 4.0, BASIS FOR CUMULATIVE ANALYSIS. (*Id.*) Therefore, while the Project would result in a significant project-specific impact, it would not contribute to a significant cumulative impact. As such, the proposed Project would result in less than significant cumulative impacts in this regard. (Draft EIR, p. 5.2-60.)

Construction of currently approved and pending projects in the vicinity would permanently alter the nature and appearance of the area through the loss of undeveloped areas. (*Id.*) As development occurs throughout the Project area, residents and travelers in the area would notice the visual effects of increased development. With implementation of project-specific mitigation measures, cumulative construction impacts would be reduced; however, impacts resulting from increased development in the area would remain significant and unavoidable. (*Id.*) Thus, the Project would have a significant cumulative impact in this regard.

Development of the proposed roadway alignment as well as other local projects would result in a decrease in visible open space and rural character in the City. With implementation of Mitigation Measures 5.2-3a through 5.2-3b, on-site impacts pertaining to the degradation of visual character/quality would be reduced. (*Id.*) However, the Project's cumulative contribution to the degradation of the existing rural and open space landscape would remain significant and unavoidable. Therefore, the Project would incrementally increase cumulative impacts to the visual character/quality of the area. (*Id.*) Thus, the Project would have a significant cumulative impact in this regard.

Development proposed in the General Plan would create new sources of light and glare. However, the General Plan includes policies that require new structures to utilize building materials that complement and blend into surrounding uses and directional lighting. Therefore, cumulative light and glare impacts would be less than significant. (Draft EIR, p. 5.2-62.)

The Project would increase the existing light and glare within the Project vicinity. However, the Project would be developed in accordance with the City of Corona's Street Light Standard (Standard Plan 502-0), and implementation of Mitigation Measures 5.2-4a and 5.2-4b

would ensure that all street lighting would utilize directional lighting techniques and low wattage bulbs that direct light downwards and minimize light spill-over. Therefore, with implementation of Mitigation Measures 5.2-4a and 5.2-4b, the Project would not create a cumulatively considerable light and glare impact. (*Id.*)

C. PUBLIC HEALTH AND SAFETY

All development within the City of Corona would be required to comply with the regulations, standards, and guidelines for storage, use, and disposal of hazardous materials established by the U.S. EPA, State, Riverside County, and City of Corona. (Draft EIR, p. 5.3-15.) Transport of hazardous materials is required to comply with the regulations of the California Department of Transportation and the California Highway Patrol. New development would be overviewed by Federal, State, and local agencies and would be required to comply with hazardous materials handling regulations. (Draft EIR, p. 5.3-16.) As each project is required to undergo environmental review and comply with regulations, overall cumulative impacts would be less than significant. (*Id.*) As the Project would also be required to comply with hazardous materials regulations, the Project will not contribute to cumulative impacts. (*Id.*)

Development within the City, in accordance with the General Plan, would result in infill development and intensification of development. Due to the infill nature of development, it is anticipated that existing structures would be required to be demolished, which would expose the public to hazardous substances. However, the SCAQMD, Cal/OSHA, and the California Code of Regulations include requirements to minimize the exposure to asbestos and lead and emergency action procedures. (*Id.*) A hazardous materials evaluation would also evaluate the existing and historic conditions of the development site and would recommend mitigation measures to reduce impacts from hazardous materials. (*Id.*) Site-specific mitigation measures and compliance with Federal, State, and local regulations and policies regarding hazardous materials would minimize overall cumulative impacts to less than significant. The Preliminary Hazardous Materials Assessment prepared for the proposed Project evaluated the potential for hazardous materials on-site. Several potential hazardous materials were identified within the proposed alignment; however, the Preliminary Hazardous Materials Assessment includes mitigation measures that would reduce impacts to less than significant. (*Id.*) Therefore, upon implementation of the mitigation measures and compliance with Federal, State, and local regulations and policies, the Project would not contribute to cumulative impacts. (*Id.*)

Development within the City would increase the City's population and would increase the amount of hazardous materials in the City. (Draft EIR, 5.3-17.) Increases in population would increase traffic congestion. The City of Corona Fire Department and the Office of Emergency Services published the City of Corona Emergency Operations Plan (EOP). The General Plan includes goals and policies that would provide mitigation for traffic congestion on streets and intersections that would slow emergency response times. Development projects would be required to conduct a project specific environmental review, which would require a traffic impact analysis. (*Id.*) Mitigation measures, if applicable, would be implemented prior to construction to ensure impacts to traffic are less than significant. (*Id.*) With implementation of

the EOP, project specific traffic mitigation, and the goals and policies of the General Plan, cumulative impacts would be less than significant. As the Project proposes the construction of a roadway, the project is likely to improve emergency access. Therefore, the Project does not have the capacity to contribute to cumulative impacts. (*Id.*)

The City of Corona is located along the boundary of the Cleveland National Forest and therefore could be subject to wildfires. (Draft EIR, p. 5.3-18.) Additionally, development in the foothills of the western and southern edges of the City is subject to wildland fires. Development within the City along the National Forest boundary and foothill area are required to evaluate the potential for wildland fires during the development specific environmental review. Cumulative development projects are not located within wildland fire areas, with the exception of DPR07-010 (located at 4300 Green River Road). (*Id.*) Development project DPR07-010 may be located within a wildland fire interface area, as it is located near the Cleveland National Forest. However, future development would be required to undergo environmental analysis pursuant to CEQA. (*Id.*) Project specific mitigation measures would be required to minimize impacts of wildland fires on future urbanized areas. As concluded in the City's General Plan EIR, wildland fire impacts citywide would be reduced to less than significant levels with implementation of General Plan policies. (*Id.*) The proposed alignment would be landscaped with native drought-tolerant species and ornamental landscaping, which would not have the potential to expose existing residents to fire hazards. (*Id.*) The proposed alignment traverses the boundary of the Cleveland National Forest and is within close proximity to an existing brush fire area. (*Id.*) The final design shall be reviewed by the City of Corona Fire Department to ensure that fire regulations are met. The new roadway would also serve as a barrier between the Cleveland National Forest and urban uses. Therefore, the Project would not significantly contribute to cumulative impacts. (*Id.*)

D. TRAFFIC AND CIRCULATION

As shown in Draft EIR Table 5.4-8, the study roadways for the Project are forecast to operate acceptably, according to City of Corona performance criteria, for forecast year 2025 with Project conditions, with the exception of Green River Road west of Palisades Drive. (Draft EIR, p. 5.4-35.) Due to the roadway geometry and close proximity of this segment to State Route 91, this arterial is considered a critical link of the interchange; therefore the City of Corona has identified LOS E as acceptable for this heavily traveled freeway interchange, consistent with the City of Corona General Plan Circulation Element Policy 6.1.6. (*Id.*) Therefore, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast year 2025 with Project conditions. As such, overall cumulative impacts would be less than significant in this regard. (*Id.*)

The traffic analysis conducted for the proposed Project concluded that cut through traffic on Four Kings Road, Elysia Street, Mangular Avenue, and Border Avenue near Ontario Avenue would be reduced greatly with construction of the Foothill Parkway extension with connections at both Chase Drive and Border Avenue. (*Id.*) Near Foothill Parkway, the traffic volumes on Border Avenue and Mangular Avenue are expected to increase, however, the volume on these

streets is below the expected traffic volumes for collector roadways. (*Id.*) As the extension of Foothill Parkway will provide traffic congestion relief, the extension would also increase safety along the City streets by reducing the numbers of vehicles utilizing the same roadway. Therefore, the Project would improve traffic flow within the City and would not significantly contribute to a cumulative impact. (*Id.*)

Site-specific designs of future developments are identified on a project-by-project basis. Therefore, the specific street layouts and driveway locations are unknown. (Draft EIR, p. 5.4-36.) Without this detail, it is not possible to determine if hazards exist due to design. However, the City's General Plan includes goals and policies to ensure that roadways be designed for safe and efficient movement. Compliance with the goals and policies of the City's General Plan ensures that overall cumulative impacts from roadway hazards and incompatible uses do not occur within the City. (*Id.*)

Design standards set forth by the City of Corona, County of Riverside, Caltrans, and the American Association of State Highway and Transportation Officials, such as minimum roadway geometrics, stopping sight distances, and minimum clearances, have been used to develop the Project's proposed alignment. (*Id.*) Additionally, Mitigation Measure 5.4-4 would ensure a traffic warrant analysis is prepared if directed by the City of Corona Public Works Director. Hazards due to incompatible uses of the roadway, such as farm equipment, are not anticipated. (*Id.*) The proposed Project would not significantly contribute to cumulative impacts.

The City's General Plan policies require developments to provide adequate access for emergency vehicles, including adequate width and vertical clearance for new streets. Therefore, all developments would not result in an overall cumulative impact to emergency access. (Draft EIR, p. 5.4-36.)

The nature of the proposed Project, a roadway extension, would provide increased emergency access through providing another alternative transportation route and by alleviating traffic congestion on other streets within the City. (*Id.*) Additionally, the proposed roadway design would include adequate width and vertical clearance to allow for emergency vehicles. Therefore, the Project would not significantly contribute to cumulative impacts in this regard. (*Id.*)

The City of Corona provides several transit routes for alternative transportation. The Riverside Transit Agency (RTA) provides bus service, the City provides a dial-a-ride service, and Metrolink provide commuter rail. Sidewalks, 4 to 5 feet in width, are required along all roadways and bikeways are located throughout the city, as outlined in the Bicycle Master Plan. New development is required to undergo site-specific environmental review, which would address impacts to alternative transportation and provide mitigation for impacts to alternative transportation. With implementation of the City's policies and project-specific mitigation measures, development within the City is not anticipated to have an overall cumulative impact. (Draft EIR, p. 5.4-37.) The proposed Project includes a 7- to 8-foot wide Class II Bike Lane. Additionally, the design of the Project allows for continued access to trails within the Cleveland

National Forest. No transit lines are located or proposed within the Project site, however, the closest transit line is located within ¼ mile of the Project site. (*Id.*) Project impacts to the City's bus routes would be minimized through coordination with the transit providers. The proposed Project provides an additional route for public transportation. This is viewed as a positive impact to the circulation needs of the City, therefore the Project would not significantly contribute to cumulative impacts. (*Id.*)

E. AIR QUALITY

The City of Corona is subject to the SCAQMD's Air Quality Management Plan (AQMP). Additionally, the City is located within the Riverside County subregion of the Regional Comprehensive Plan and Guide (RCPG), which governs population growth. The General Plan is consistent with the RCPG, and since the RCPG is consistent with the AQMP, growth under the General Plan is consistent with the AQMP. Therefore, development in the City would not conflict or obstruct the AQMP and cumulative impacts would not result. (Draft EIR, p. 5.5-30.) The proposed westerly extension of Foothill Parkway is identified within the General Plan. Therefore, the proposed Project would not conflict or obstruct implementation of the AQMP and would not contribute to cumulative impacts. (*Id.*)

The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed using the same significance criteria as those for project-specific impacts. (Draft EIR, p. 5.5-31.) Therefore, individual development projects that generate construction-related or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulative considerable increase in emissions for those pollutants for which the SCAB is nonattainment. Of the projects that have been identified within the Project study area, there are a number of related projects that have not been built or are currently under construction. (*Id.*) Since project applicants have no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. (*Id.*) According to the City's General Plan, the City anticipates several construction projects each year. The total amount of construction and development within the City would exceed the SCAQMD's recommended thresholds of significance, resulting in a cumulative impact. (*Id.*)

With respect to the proposed Project's construction-period air quality emissions and cumulative SCAB conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2007 AQMP pursuant to FCAA mandates. As such, the proposed alignment would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures. (*Id.*) In addition, the proposed alignment would comply with adopted 2007 AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted 2007 Plan emissions control measures) would also be imposed on construction projects throughout the SCAB, which would include each of the related projects mentioned above. (*Id.*)

Although compliance with SCAQMD rules and regulations would reduce construction-related impacts, the project-related construction emissions have been concluded to be significant and unavoidable for NOX, PM10, and PM2.5 emissions during the excavation, demolition, and grading phase. (Draft EIR, p. 5.5-32.) Thus, it can be reasonably inferred that the project-related construction activities, in combination with those from other projects in the area, would deteriorate the local air quality and lead to cumulative construction-related impacts. (*Id.*) Thus, the Project is determined to have a significant cumulative impact in this regard.

Due to the SCAB's nonattainment status for O3 and PM10 for both Federal and State air quality standards, and PM2.5 for Federal standards, additional emissions in excess of SCAQMD thresholds under a long-term condition for VOC, NOx, CO, and PM10 would be considered significant and unavoidable for cumulative impacts. (*Id.*) However, the proposed alignment would not exceed the SCAQMD's operational emission thresholds. (*Id.*) Thus, the Project would not make a cumulatively considerable contribution to this significant cumulative impact.

Furthermore, the proposed alignment would be implemented in order to improve traffic circulation within the area, thereby improving air quality. The proposed alignment would not result in CO hotspots and would also be consistent with the SCAQMD AQMP, as discussed above in the Long-Term (Operational) Emissions and the Consistency with Regional Plans Impact sections. (Draft EIR, p. 5.5-33.) Therefore, operational cumulative impacts would be less than significant.

Global Climate Change

Global Climate Change impacts are a result of cumulative emissions from anthropogenic activities in the region, the state, and the world. (Draft EIR, p. 5.5-34.) This is considered overall to be a significant cumulative impact.

As previously mentioned, the proposed westerly extension of Foothill Parkway has been master planned by both the City and the County (in the General Plans) since the 1980s, as both agencies recognized the desirability of developing a high-grade arterial which would facilitate continuous east/west travel across the City as well as provide much needed access to State Route 91. As indicated in Table 5.5-8, the proposed alignment is anticipated to alleviate traffic along surrounding roadways within the Project study area. (Draft EIR, p. 5.5-34 to 5.5-35.) The purpose of the proposed alignment is to improve both existing and future mobility and reduce congestion. (Draft EIR, p. 5.5-35.)

Both the County and the City have included the proposed westerly extension of Foothill Parkway within the Circulation Element of both General Plans, and it is also included in the South Corona Community Facilities Plan (CFP). Therefore, the proposed alignment would be consistent with the AQMP and would result in less than significant impacts. (*Id.*)

In conclusion, the proposed alignment would improve the operational deficiencies that

would result from increased traffic demand and congestion from forecasted growth. Additionally, there is significant uncertainty involved in making predictions of the extent of which the Project operations would have on greenhouse gas emissions and global climate change. As the proposed alignment would not directly generate traffic (additional vehicle miles traveled), it would not result in a significant increase of greenhouse gases beyond "no project" conditions. (*Id.*) Thus, the Project would not result in a cumulatively considerable contribution to the significant overall cumulative impact.

Construction activities in accordance with the General Plan and the proposed Project have the potential to generate airborne odors due to the construction equipment. However, these emissions would occur during daytime hours and would be isolated to the vicinity of the construction site. (*Id.*) Therefore, a limited number of people would be impacted and cumulative impacts would not occur. (*Id.*)

F. NOISE

As indicated in Draft EIR Tables 5.6-13, none of the 150-receptor locations analyzed in the Noise Impact Analysis would result in a noise increase of 3 dBA or more and exceed the City's exterior noise standard of 65 dBA CNEL. Therefore, no cumulative noise impacts would result from development of the proposed Project. (Draft EIR, p. 5.6-53.)

The proposed alignment does not include any stationary equipment. (Draft EIR, p. 5.6-60.) Therefore, the proposed alignment would not contribute to cumulative stationary noise impacts within the area. Future development proposals within the City of Corona would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Therefore, in conjunction with cumulative projects, the proposed alignment would not have the potential to result in significant cumulative stationary noise impacts. (*Id.*)

Noise from construction of the cumulative projects could expose adjacent receptors to noise levels between 70 and 90 decibels at 50 feet from the noise source. (Draft EIR, p. 5.6-61.) The degree of impact would be site-specific and would be dependant upon the distance between the construction site and the nearest noise sensitive receptor. The City's exterior residential noise standard (65 dBA) could be exceeded during the construction phase of the cumulative projects. (*Id.*) Construction noise impacts would cease upon completion of grading/construction. Compliance with site-specific mitigation, as well as compliance with requirements of the City's Municipal Code (Section 17.84.040, Noise), would serve to minimize the length of time noise-sensitive receptors are exposed to significant noise levels. (*Id.*) Additionally, because noise dissipates as it travels away from its source, noise impacts from construction activities would be limited to each of the respective sites and their vicinities. According to the City's General Plan, overall cumulative noise impacts associated with construction activities would not be cumulatively considerable and a less than significant impact would occur in this regard. (*Id.*) Although Project-related short-term construction impacts would be significant and unavoidable, construction noise from cumulative projects would not interact with noise from the proposed

Project due to distances between the specific sites. Therefore, a less than significant impact would occur in this regard. (*Id.*)

G. BIOLOGICAL RESOURCES

Development in the City would result in the cumulative loss of natural vegetation. (Draft EIR, p. 5.7-57.) However, each project is required to comply with the FESA and CESA, which protect Threatened and Endangered species. (*Id.*) Additionally, projects would be required to comply with the goals and policies in the City's General Plan, which protect plant and wildlife species and their habitats, ensure that impacts on biological resources are avoided or minimized during construction and development, and require adherence to policies within the Western Riverside MSHCP, which conserves habitat for 146 covered species. (Draft EIR, pp. 5.7-57 to 5.7-58.) With compliance to Federal, State, and local regulations, and compliance with measures of the Western Riverside MSHCP, cumulative impacts to candidate, sensitive, or special status species would be reduced to less than significant. (Draft EIR, p. 5.7-58.)

Riparian habitat and other sensitive natural communities occur within the City. Development in the City would result in the cumulative loss of riparian habitat. (*Id.*) Riparian habitat is protected by Section 1600 of the Fish and Game Code and Section 404 of the CWA. Additionally, the City's General Plan includes goals and policies that would avoid or minimize impacts to riparian areas. (*Id.*) Each project is required to comply with Federal, State, and local regulations (FESA, CESA, CWA, and the City's General Plan goals and policies). (*Id.*) In addition, the MSHCP has and will require mitigation to compensate for the loss habitat on projects previously processed through the MSHCP and for future projects in the area. With compliance to Federal, State, and local regulations, and compliance with measures of the Western Riverside MSHCP, cumulative impacts to riparian habitat would be reduced to less than significant. (*Id.*)

Streams under the jurisdiction of the USACE, RWQCB, and CDFG are located within the City. The Federal and State laws and regulations (Sections 401 and 404 of the Clean Water Act and Section 1600 of the Fish and Game Code) would require a permit/agreement prior to alteration of these jurisdictional areas. (*Id.*) Federal and State regulations would be required to be implemented prior to development activities. Each project is required to obtain all appropriate permits for impacts on USACE and CDFG jurisdictional areas. Additionally, mitigation for the loss of jurisdictional areas is required to be no less than a 1:1 ratio. (Draft EIR, p. 5.7-59.) Each project shall also consult with the resource agencies (i.e., USFWS and CDFG) to ensure that permitting is adequate to satisfy requirements of Section 6.1.2 of the MSHCP. (*Id.*) Additionally, the City's General Plan includes policies that would protect natural and biological resources within wetlands. With compliance to Federal, State, and local regulations, and compliance with measures of the Western Riverside MSHCP, cumulative impacts to wetlands would be less than significant. (*Id.*) As indicated in the Delineation Report prepared for the Project site, there are no wetlands on the Project site. (*Id.*) Therefore, the proposed Project would not contribute to cumulative impacts on federally protected wetlands. (*Id.*)

According to the City's General Plan, lands within the City boundaries are largely urbanized and contain limited biological resources. (*Id.*) As such, existing biological resources within the City boundaries are fragmented. However, the City's SOI includes large tracts of undeveloped habitat that may be subject to development. Development of these areas would lead to habitat fragmentation, which occurs when new development fragments undisturbed habitats. (*Id.*) The City's General Plan includes policies that reduce further impacts to native, resident, or migratory wildlife corridors are avoided or minimized. Although implementation of the City's General Plan policies would reduce impacts, there would still be residual significant impacts on wildlife movement due to habitat fragmentation from development of vacant lands. (*Id.*) Therefore, overall cumulative impacts to wildlife movement would be significant and unavoidable. (*Id.*)

The proposed Project would remove local travel routes within the direct impact area; however, few native habitat areas would be located northeast of the proposed alignment. Therefore, the proposed Project would not be expected to substantially impact wildlife movement along local travel routes. (*Id.*) The proposed Project would adversely affect regional wildlife movement along a segment of Wardlow Wash within the Project impact area. This impact would be considered significant on a Project level. The City of Corona is a participant in the Western Riverside MSHCP, which was prepared to balance the goals of wildlife conservation and economic development. Thus, although Wardlow Wash functions as a regional wildlife corridor between the Cleveland National Forest and the Santa Ana River/Prado Basin and impacts on wildlife movement along Wardlow Wash are considered significant, the impact is considered mitigated by the City of Corona's participation in the MSHCP. (Draft EIR, p. 5.7-60.) Therefore, the proposed Project would not result in cumulative considerable impacts to wildlife movement. Mitigation Measure 5.7-4 includes recommendations to encourage continued wildlife movement along this segment of Wardlow Wash. (*Id.*)

The City's compliance with measures of the Western Riverside MSHCP provides mitigation for impacts to biological resources resulting from development within Western Riverside County. (*Id.*) Present and reasonably foreseeable future projects within the vicinity of the Project site are also subject to compliance with the requirements of the MSHCP, which would reduce the cumulative impact to biological resources to a less than significant level. Thus, cumulative impacts on biological resources within the City have been addressed and have been reduced to less than significant levels by the City of Corona's participation in the MSHCP. (*Id.*)

The City of Corona does not have an oak tree preservation ordinance. However, as a guideline, the City referred to the County's oak tree ordinance for appropriate mitigation for oak trees impacted by the proposed Project. (*Id.*) Mitigation Measure 5.7-2b requires Project impacts on oak trees to be replaced at a ratio of no less than 2:1. (*Id.*) Implementation of Mitigation Measure 5.7-2b would reduce the impact on oak trees to less than significant. (Draft EIR, p. 5.7-61.) Thus, cumulative impacts on oak trees within the Project area would be reduced to less than significant levels by the replacement of oak trees within jurisdictional areas. As such, the proposed Project would not result in a cumulative considerable impact in this regard. (*Id.*)

H. CULTURAL RESOURCES

The General Plan includes policies that would maintain and strengthen the existing preservation program. However, these policies do not prevent the demolition of historic structures. Therefore, Citywide cumulative impacts to historic structures are considered significant and unavoidable. (Draft EIR, p. 5.8-23.)

The proposed alignment would result in the demolition or removal of the historic arroyo stone footbridge presently located on the Project site. (*Id.*) Although Mitigation Measures 5.8-1a through 5.8-1c would lessen impacts to this historic resource, none of the Measures would prevent the physical loss of historically significant resources. (*Id.*) As such, these Mitigation Measures would not fully mitigate the loss of the historical arroyo stone footbridge to a less than significant level. Therefore, loss of the historic arroyo footbridge on-site would be a significant and unavoidable impact. As such, the proposed Project would result in a cumulative considerable impact in this regard. (*Id.*)

According to the General Plan, two structures in the City are listed on the National Register of Historic Places (NRHP) and a third is eligible for listing, and over 600 structures have been or are under consideration for the City's Register of Historic Resources. (Draft EIR, pp. 5.8-23 to 5.8-24.) Redevelopment activities have the potential to impact historic resources within the City. However, the City has adopted a Historic Preservation Element that provides of the identification, preservation, and maintenance of historic structures. The General Plan identifies that the potential exists for archaeological resources to occur in areas that have not been subject to development. The General Plan also indicates that human burials often occur in prehistoric archaeological contexts. The General Plan includes policies that would maintain and strengthen the existing preservation program. The General Plan also identifies specific measures to identify, protect, and preserve archaeological resources and human burial grounds. With implementation of these policies during construction activities, cumulative impacts would be less than significant. (Draft EIR, p. 5.8-24.)

No archaeological resources were identified within or immediately adjacent to the Project area. However, the potential exists for archaeological resources to occur subsurface. With implementation of mitigation measures, potential impacts would be mitigated. (*Id.*) Therefore, the project does not have the capacity to contribute to cumulative impacts. Mitigation Measures 5.8-2a and 5.8-2b would reduce potential impacts to undocumented archaeological resources to less than significant levels. (*Id.*)

Implementation of development under the General Plan has the potential to damage or destroy paleontological resources. However, the General Plan includes policies that identify, protect, and preserve paleontological resources. (*Id.*) Implementation of these policies would reduce cumulative impacts to less than significant levels. The Project is located in an area of high paleontological sensitivity due to the presence of the Williams and Ladd Formations and Silverado Formation. Therefore, ground-disturbing activities could significantly impact paleontological resources. (*Id.*) With implementation of the mitigation measures the project

would not contribute to cumulative impacts. (*Id.*)

I. HYDROLOGY AND WATER QUALITY

During construction and operation of future development projects, stormwater runoff could result in the transport of sediments and pollutants to waterways and the groundwater aquifer; thereby resulting in potential water quality, erosion, and/or siltation impacts. Additionally, new development within the City would involve an increase in impervious surfaces, which could in turn increase stormwater runoff in the City. This increased runoff could exceed the capacity of existing infrastructure. (Draft EIR, p. 5.9-28.) Future development projects would be required to comply with State regulations consisting of preparation of a Stormwater Pollution Prevention Plan (SWPPP), implementation of Best Management Practices (BMPs), and requirements of the NPDES Phase II. (*Id.*) Additionally, the City's Municipal Code includes grading requirements. New development projects would also be required to implement improvements identified in the City's Drainage Master Plan in order to ensure adequate storm drain capacity. Implementation of these regulations and requirements would reduce potential impacts on water quality, waste discharge, runoff, erosion, and siltation to less than significant for overall cumulative impacts. (*Id.*)

Construction and operation of the proposed Project could result in impacts to water quality, waste discharge, runoff, erosion, and/or siltation. Pursuant to the CWA, the proposed alignment would be required to obtain a Section 401 and Section 404 Permit. (*Id.*) Additionally, the proposed alignment would be required to prepare a SWPPP prior to construction activities. During construction, BMPs would be employed to control the discharge of sediment in storm water runoff. In addition, a Notice of Intent (NOI) would be prepared and submitted to the SWRCB providing notification and intent to comply with the General NPDES Permit and the project would be expected to follow the guidelines and procedures outlined in the DAMP. (*Id.*) Also during construction, the Project Contractor is required to adhere to the South Coast AQMD Regulation VIII Control Measures. (*Id.*) Detention basins, culverts, channels, main line storm drains, and other runoff conveyance facilities associated with the proposed alignment would have a design capacity adequate to operate under projected runoff and debris loads. Compliance with the permit requirements and implementation of the Mitigation Measures 5.9-1a through 5.9-1d would reduce short-term impacts on water quality, waste discharge, runoff, erosion, and/or siltation. (Draft EIR, pp. 5.9-28 to 5.9-29.) Incorporation of Mitigation Measure 5.9-2 for post construction BMPs would serve to reduce long-term water quality impacts to less than significant levels. (Draft EIR, p. 5.9-29.) With implementation of Mitigation Measure 5.9-6, the proposed alignment would be designed to result in less than significant impacts related to the drainage system capacity. Compliance with the permit requirements and implementation of mitigation measures would reduce impacts on water quality, waste discharge, runoff, erosion, and siltation to less than significant. Therefore, the Project would not significantly contribute to cumulative impacts in this regard. (*Id.*)

According to the General Plan, development in the City would increase the amount of impervious surfaces in the City, which would reduce the amount of groundwater recharge

resulting from percolation of water into the City's aquifers. However, the City's General Plan identifies goals and policies for replacing groundwater recharge capacity. (*Id.*) With implementation of these policies, overall cumulative impacts in the City would be less than significant. (*Id.*)

Final design of Foothill Parkway would include modifications to existing culverts and control structures, and new catch basin that would tie into the existing storm drain lines. These design measures ensure that the proposed alignment will not contaminate a public water supply, substantially degrade water quality, or interfere with groundwater recharge. (*Id.*) The proposed alignment would not require additional entitlements or resources regarding groundwater supplies. (*Id.*) Any water for irrigation purposes would be negligible since the Project proposes the use of native drought tolerant species, consistent with City-approved landscaping themes, and the City would require the Project to use reclaimed water for irrigation. Therefore, the proposed alignment would not deplete groundwater supplies. Although the Project would create new impervious area, the impact it generates would be inconsequential when compared to the total watershed area. Therefore, the Project would not significantly contribute to cumulative impacts in this regard. (*Id.*)

Future development within the City would primarily involve infill and urban expansion of vacant lands in developed areas within the City. (Draft EIR, p. 5.9-30.) New development projects would be required to implement improvements identified in the City's Drainage Master Plan in order to ensure adequate storm drain capacity to control flooding. In addition, compliance with the goals and policies of the City's General Plan would also reduce potential flooding impacts. Therefore, flooding impacts related to the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff would be less than significant for overall cumulative impacts. (*Id.*)

The proposed roadway alignment would not result in the redirection of flood flows in a manner that would subsequently lead to the loss of adequate flood conveyance in the City. The policies identified in the General Plan would minimize the effects of flooding hazards. (*Id.*) Therefore, the Project would not significantly contribute to cumulative impacts in this regard. (*Id.*)

The two dams containing Lake Matthews are the primary inundation threat to the City. Posing a relatively less significant inundation threat to the City are the Prado Dam and the Mabey Canyon Debris Basin. Should either of the two Lake Matthews dams fail, water would reach the City of Corona city limits in 40 minutes and Prado Basin in 65 minutes. The water flow from Lake Matthews would generally follow the Temescal Channel from southeast to northwest of the I-15 and SR-91 intersection. Flows from the Prado Dam would be westward and away from the City, while the Mabey Canyon Debris Basin would pose a threat of inundation for only a short duration in the western portion of the City before flows would empty into the Oak Avenue and Mangular Avenue Channels. Therefore, Prado Basin and Dam do not pose a significant flood risk to the City. (Draft EIR, p. 5.9-31.) The Mabey Canyon Debris Basin was built to provide flood protection for the developed areas downstream, and is completely dry

during most of the year. This, along with its limited capacity, helps minimize the likelihood of a damaging inundation. According to the City's General Plan, the Santa Ana River does not pose a major flooding hazard to the City of Corona due to several upstream flood control projects, including the Seven Oaks Dam. In addition to the potential for dam failure, Lake Matthews is at risk for inundation by a seiche as a result of seismic hazards. (*Id.*) Development in accordance with the City's General Plan would result in the construction in 100-year flood hazard zones associated with the Temescal Creek and Mabey Canyon Wash. All new development in the City is subject to the provisions of Title 18 (Flood Plain Management) of the City's Municipal Code. (*Id.*) Additionally, the General Plan includes policies that would minimize the potential for flooding to impact property and human life. (*Id.*) Compliance with the City's Master Drainage Plan would also reduce the dangers associated with flooding during storm events. (*Id.*) Development would also be required to obtain an encroachment permit from the Riverside County Flood Control and Water Conservation District if development is to occur in their right-of-way. With compliance with the City's Master Drainage Plan, General Plan policies, Title 18 of the Municipal Code, and the Riverside County Flood Control, and Water Conservation District requirements overall cumulative impacts related to inundation by dam failure or seiche would be less than significant. (*Id.*)

The proposed alignment would also be subject to the provisions of Title 18 of the City's Municipal Code and the City's General Plan policies that minimize the potential for flooding to impact property and human life. (*Id.*) Additionally, compliance with the City's Master Drainage Plan would also reduce the dangers associated with flooding during storm events. The proposed Project would also be required to obtain approval of Mabey Canyon Debris Basin modifications, Kroonen Canyon Channel modifications, and regional storm drain facilities from the Riverside County Flood Control and Water Conservation District. (*Id.*) Therefore, flooding impacts related to inundation by dam failure or seiche would be less than significant. (*Id.*)

As indicated in the City's General Plan EIR, the City of Corona is not located within the immediate area of the Pacific Ocean. Therefore, there would be no impacts associated with inundation by tsunamis. (*Id.*)

Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. Prior to development, projects would be required to conduct a site-specific geotechnical study to determine the potential for unstable geologic units and soils. (*Id.*) Additionally, development would be required to comply with the UBC, State, County, and City regulations. Upon compliance with these regulations, and any site-specific mitigation measures, overall cumulative and Project impacts would be less than significant in this regard. (*Id.*)

J. GEOLOGIC AND SEISMIC HAZARDS

The Glen Ivy Fault, part of the Elsinore Fault, is located in the southwestern portion of the City and is designated as an Alquist-Priolo Earthquake Fault Zone. (Draft EIR, p. 5.10-25.) The Whittier Fault and the Chino-Central Avenue Fault are located within five miles of the City. The City's General Plan includes policies to minimize the risk of injury, loss of life, and property

damage from an earthquake. Any development within 1/8 mile of an Alquist-Priolo Fault Zone is required to conduct a site-specific geotechnical report. Compliance with the UBC, State, County, and City regulations related to seismic hazards would reduce overall cumulative impacts of earthquakes to less than significant. (*Id.*)

Two active faults traverse the Project site. Therefore, local commuters may be exposed to seismic ground shaking if it occurs during the short period of time that they drive on the proposed roadway alignment. (*Id.*) The proposed alignment would be designed and constructed to withstand seismic ground shaking. The proposed alignment will be designed to minimize seismic impacts. Compliance with the UBC, State, County, and City regulations related to seismic hazards would reduce impacts to less than significant in this regard. (*Id.*) However, development of the proposed alignment would result in significant unavoidable impacts related to fault rupture. Therefore, the proposed Project would result in an incremental increase to cumulative impacts with regards to fault rupture. (*Id.*)

Areas of the City are subject to subsidence, landslides, and liquefaction. (Draft EIR, p. 5.10-26.) Prior to development, projects would be required to conduct a site-specific geotechnical study to determine the potential for unstable geologic units and soils. (*Id.*) Additionally, development projects would be required to comply with the UBC, State, County and City regulations. (*Id.*) Upon compliance with these regulations, and any site-specific mitigation measures, overall cumulative impacts would be less than significant. (*Id.*)

The Geotechnical Study for the proposed Project concluded that the liquefaction potential of unconsolidated alluvial deposits shall be defined during final design, no existing landslides have been mapped along the alignment of the Project site, and there are no known ongoing or planned large-scale extractions that would cause subsidence in the Project area. (*Id.*) However, the Project shall conform with applicable City criteria, adhere to standard engineering practices, and incorporate standard practices of the UBC during the design phase and construction. (*Id.*) Additionally, the Geotechnical Study recommended mitigation measures to minimize impacts. Therefore, the project would not contribute to cumulative impacts. (*Id.*)

SECTION 6: RESOLUTION REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES.

If the proposed Foothill Parkway Westerly Extension is approved and constructed, a variety of short term and long term impacts would occur on a local level. During the duration of construction, a portion of the land uses surrounding the Project site would experience short-term impacts related to aesthetic, fugitive dust, and construction noise. Short term erosion may also occur during grading. There may also be an increase in vehicle emissions caused by grading, construction activities, and worker vehicles. However, these disruptions would be temporary in nature, and may be mitigated to a large degree through mitigation cited in Section 5.1 through 5.10 of this Environmental Impact Report (EIR) and all applicable standards for construction activities as cited in the City of Corona Municipal Code (refer to Section 5.0, DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES). Short-

term construction emissions, short-term construction aesthetic, and long-term aesthetic impacts would be significant and unavoidable.

Construction of the proposed alignment would create long term environmental consequences such as altering natural landscape with construction materials such as concrete and asphalt associated with roadway construction. The long term effects of the proposed alignment and subsequent development may impact the physical, aesthetic, and human environments. Long-term physical consequences associated with the development of the proposed Project include:

- Introduction of traffic into the Project area;
- Additional noise created by traffic traveling on the Project;
- Increased energy and natural resource consumption;
- Alterations of views from existing conditions; and
- Addition of light and glare impacts to surrounding land uses.

Furthermore, approval of the proposed Foothill Parkway Westerly Extension would cause irreversible environmental changes. Implementation of the proposed alignment would result in the following changes:

- Permanent commitment of vacant land, which would be physically altered to construct a four-lane roadway extension of Foothill Parkway.
- Soil erosion associated with grading and construction activities.
- Increased use for public services and utilities during and after construction including lighting and periodic maintenance. This would result in temporary and permanent use of these resources.
- Utilization of various new raw materials, such as lumber, sand, and gravel for construction. The energy consumed in construction and maintenance of the roadway may be considered a permanent investment.
- Vehicular activity along the roadway extension, resulting in associated increases in noise levels.

SECTION 7: RESOLUTION REGARDING GROWTH-INDUCING IMPACTS.

Pursuant to CEQA, Section 15126(g), the following discussion identifies ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to CEQA, growth-inducing impacts should be assessed in terms of whether a project influences the rate, location, and the amount of growth. Projects which remove obstacles to population growth, or allow or encourage growth that would not otherwise have occurred if the project were not built, would be growth inducing. Potential growth-inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint.

When considering growth-inducing impacts, it is also important to consider the context

and historical trends of the area. There are many factors that can affect the amount, location, and rate of growth in the City of Corona and the region in general. These include market demand for housing, employment, and commercial services; the acknowledged desirability of climate and living/working environment and commercial economy; availability of other services/infrastructure; and land use and growth management policies of the local jurisdictions.

Growth inducement can take several forms. A project can remove barriers and constraints or provide new or improved access, thus encouraging growth in the area that has been already planned or approved through the general planning process. This planned growth is reflected in land use plans, approved with the underlying assumption that adequate transportation facilities would be constructed. This type of growth inducement is referred to as accommodating or facilitating growth. In addition, a project can remove barriers, provide new access or otherwise encourage growth that is not assumed as planned growth in the general plans or growth projections. This could include areas that are currently designated for open space, agricultural uses or other similar non-urban land uses, which, because of the improved access provided by the project, would experience pressure to develop into urban uses or to develop at a higher level of intensity that originally anticipated.

Traditionally, significant growth is induced in one of three ways. In the first instance, a new project is located in an isolated area and, when developed, it brings sufficient urban infrastructure to cause new or additional development pressure on the intervening and surrounding land. This type of induced growth leads to conversion of adjacent acreage to higher intensity uses, either unexpectedly or through accelerated development. This conversion occurs because the adjacent land becomes more suitable for development and, hence, more valuable because of the availability of the new infrastructure. This type of growth inducement is typically termed "leap frog" or "premature" development because it creates an island of higher intensity developed land within a larger area of lower intensity land use.

The proposed alignment will not cause or contribute to "leap frog" or "premature" development because existing and entitled future land uses adjacent to the Project site are presently served by the existing circulation network and the existing easterly extension of Foothill Parkway without the introduction of the proposed westerly extension. The purpose of the proposed alignment is to enhance the efficiency of the local circulation network. Because the proposed alignment does not extend service to new uses or areas that cannot be served by the existing transportation system, the Project itself does not have the potential to cause or contribute to the accelerated development within the Project area. Thus, implementation of the proposed alignment cannot cause or contribute to leap frog or premature growth.

A second type of growth inducement is caused when a project of large size, relative to the surrounding community or area, is developed within a community and impacts the surrounding community by producing a "multiplier effect," which results in substantial indirect community growth, not necessarily adjacent to the project site or of the same type of use as the project itself. This type of stimulus to community growth is typified by the development of major destination recreation facilities, such as Disney World near Orlando, Florida, or around a military base, such

as the Marine Corps Air Ground Combat Center near Twentynine Palms. The proposed alignment is not a new development that has a potential to cause growth through a "multiplier effect." The proposed roadway does not have the potential to induce population growth or growth in the economy itself. Development within the Project area will be consistent with growth decisions already made by the City and County which govern land use decisions. No new "large" projects are known to be proposed or contingent on the implementation of the proposed alignment, and potential for this type of multiplier growth inducement cannot be caused by implementing the proposed alignment.\

A third and more subtle type of growth inducement occurs when land use plans are established that create a potential for growth because the available land and permitted land uses may result in the attraction of new development. This type of growth inducement is often attributed to projects designed to provide new infrastructure necessary to meet the land use objectives, or community vision, contained in the governing land use agencies' general plans. In this case, the proposed alignment will install new transportation infrastructure, but it will be an enhancement of existing transportation systems that is not forecast to attract new development.

The question still remains as to whether the proposed alignment accommodates existing residential and commercial demand and the related environmental impacts caused by the increased population that can utilize the Project's new capacity in the future. The answer to this question can be found in the land use planning process which now determines the future vision of the City of Corona to which the proposed alignment is a key transportation component. The ultimate vision of the area is established by the plans of the regional planning agencies, which include the Riverside County Comprehensive General Plan (RCCGP) and Southern California Association of Governments, in conjunction with the City of Corona General Plan. These plans assume that the transportation infrastructure required to support the region's population will be in place as growth occurs in the future. The net effect of the City's General Plan combined with other regional plans is to create a set of expectations regarding future land use, commercial demand, and growth that may or may not occur depending upon the actual carrying capacity of the various utility system resources required to meet future growth.

Recent growth in population and intensified land uses both within the City and County has put increasing pressures on the City's arterial street system. Development demands in Corona will continue to put pressure on the existing transportation network, resulting in deterioration of the local circulation system, decreased public safety, and further exacerbation of vehicular generated emissions. The purpose of the proposed alignment is to implement a critical component of the Circulation Element of the City's General Plan. This component of the City's General Plan has been developed to provide for the existing and future travel needs for the residents of the City of Corona and ensure that there is a balance between land use and circulation. The proposed westerly extension of Foothill Parkway is consistent with the Circulation Element of the City's General Plan, as well as the RCCGP. Development of the proposed Foothill Parkway Extension is an important component of this planned circulation network and would serve to complete a critical transportation link in south Corona envisioned in the City's General Plan Circulation Element. The roadway extension would alleviate existing

traffic congestion on the local circulation network and accommodate traffic generated by approved and planned development in south Corona. The proposed alignment is deemed to accommodate a level of future growth that is consistent with adopted City of Corona General Plan land use designations; therefore, the proposed alignment will not modify this level of future growth.

Under this circumstance, the evaluation (above) of the third type of growth inducement concluded that the proposed alignment would not significantly or adversely induce growth; rather, the proposed alignment is growth accommodating. The proposed alignment would not provide improvements greater than contained in both regional planning documents and local growth forecasts. Additionally, the proposed alignment does not include infrastructure designed to support more intensive uses of land than is provided for within the City of Corona General Plan. Therefore, the proposed alignment is not anticipated to cause significant or adverse growth inducing impacts.

SECTION 8: RESOLUTION REGARDING ALTERNATIVES.

The Stone Bridge Avoidance Alternative is considered to be the "environmentally superior alternative" because it reduces one of the significant impacts of the Project (the removal of a historical resource) to less than significant levels. This alternative, however, does not achieve Objective 3 of the Project to the same extent as the Project, and is also considered to be infeasible due to the refusal of the County Flood Control District to allow such a reconfiguration of the flood control basin that would avoid the identified arroyo stone foot bridge.

The City's objectives for the Project are to:

(1) Minimize congestion on the local circulation network and provide a continuous connection from Lincoln Avenue to Green River Road;

(2) Accommodate planned circulation needs by providing the extension of Foothill Parkway consistent with the City of Corona Circulation Element;

(3) Provide a roadway design that is sensitive to the environmental resources in the study area and minimizes, to the extent feasible, impacts to sensitive plant and wildlife species, while providing adequate geometric design to minimize safety hazards and maximize operational efficiency;

(4) Develop a roadway design that is compatible with the provisions of the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP);

(5) Improve air quality in the South Coast Air Basin by providing system improvements that would reduce traffic congestion, and thereby the amount of pollutants generated;

(6) Avoid impacts to the Cleveland National Forest; and

(7) Implement circulation improvements in south Corona that will provide enhanced public services access (i.e., emergency response) to existing and planned uses in the area.

A. NO PROJECT ALTERNATIVE

Description: The No Project Alternative would not result in the construction of the proposed westerly extension of Foothill Parkway. Future traffic volumes would be accommodated by existing or other planned roadways in the City. The No Project Alternative would produce no direct environmental impacts within the Project area or surrounding areas. However, the No Project Alternative may exacerbate existing deficiencies experienced along Ontario Avenue. (Draft EIR, p. 7-11.)

Impacts: Relative to the proposed Project, the No Project Alternative results in reduced impacts to land use compatibility and access; aesthetics, light, and glare; public health and safety; air quality; noise; biological resources; cultural resources; hydrology and water quality; and geologic and seismic hazards. However, these impacts can be mitigated to a level of less than significant for the proposed alignment, with the exception of aesthetic, light, and glare; short-term air quality impacts; short-term noise; cultural resources; and geologic and seismic hazards. The No Project Alternative would result in greater impacts to consistency with relevant planning and traffic and circulation. (Draft EIR, p. 7-18.)

Objectives: The No Project Alternative does not meet most of the Project objectives. The No Project Alternative does attain Objective 6 at the same level as the proposed Project, because there will be no impact to the Cleveland National Forest. The No Project Alternative would not attain Objectives 1, 2, 3, 4, 5, and 7, which would minimize congestion on local circulation networks, accommodate planned circulation, provide a roadway design, and provide enhanced public services access. (Draft EIR, p. 7-19.)

Finding: The City Council finds that although the No Project Alternative is environmentally superior to the Project, it is infeasible because it fails to meet almost all of the Project objectives. On this basis, the City Council rejects the No Project Alternative.

B. NO BORDER AVENUE OR CHASE DRIVE/MANGULAR AVENUE CONNECTION ALTERNATIVE

Description. The "No Border Avenue or Chase Drive/Mangular Avenue Connection" Alternative would construct the westerly extension of Foothill Parkway; however, the proposed roadway would not connect to Border Avenue or Chase Drive/Mangular Avenue. (Draft EIR, p. 7-19.)

Impacts. The No Border Avenue or Chase Drive/Mangular Avenue Connection Alternative would result in lesser impacts related to aesthetics, light, and glare; short-term air quality; and biological resources than the proposed Project. The No Border Avenue or Chase Drive/Mangular Avenue Connection Alternative would result in relatively the same impacts related to land use compatibility and access; consistency with relevant planning; public health and safety; traffic and circulation; noise; cultural resources; hydrology and water quality; and geologic and seismic hazards as the proposed Project. The No Border Avenue or Chase

Drive/Mangular Avenue Connection Alternative results in greater impacts related to long-term air quality than the proposed Project. However, as with the proposed Project, impacts can be mitigated to a level of less than significant under the No Border Avenue or Chase Drive/Mangular Avenue Connection Alternative, with the exception of aesthetic; short-term air quality; short-term noise; cultural resource; and geologic and seismic hazards impacts. (Draft EIR, p. 7-50.)

Objectives. The No Border Avenue or Chase Drive/Mangular Avenue Connection Alternative would attain Objectives 1, 3, 5, and 7 at a lesser level than the proposed Project. The No Border Avenue or Chase Drive/Mangular Avenue Connection Alternative would attain Objectives 2, 4, and 6 at the same level as the proposed Project. (Draft EIR, p. 7-50.)

Finding. The City Council finds that the No Border Avenue or Chase Drive/Mangular Avenue Connection Alternative would fail to meet the Project objectives to the same degree as the Project and would fail to avoid the significant and unavoidable impacts of the Project. (Draft EIR, p. 7-50.) The City Council therefore rejects the No Border Avenue or Chase Drive/Mangular Avenue Connection Alternative on these bases, each of which is sufficient on its own to substantiate the action of the City Council..

C. WITH CHASE DRIVE/MANGULAR AVENUE CONNECTION ALTERNATIVE

Description. The "With Chase Drive/Mangular Avenue Connection" Alternative would result in the construction of the Foothill Parkway Westerly Extension along the same alignment as described for the proposed Project and only the proposed roadway connection to Chase Drive/Mangular Avenue would be constructed. The proposed connection to Border Avenue would not be constructed. (Draft EIR, p. 7-50.)

The existing Chase Drive would be extended westerly approximately 650 feet from Mangular Avenue as a two lane undivided collector and form a "T" intersection with Foothill Parkway. The proposed typical section includes a 12-foot traffic lane and 6-foot wide Class III Bike Lane in each direction, with 7-foot parkways and 5-foot sidewalks, for a total R/W width of 60 feet. A 100-foot inscribed diameter roundabout would be provided at the intersection of Mangular Avenue and Chase Drive as a means to reduce speeds at the intersection. The roundabout would be designed to accommodate existing access to adjacent properties. A traffic signal would be placed at the intersection of Chase Drive and Foothill Parkway. (Draft EIR, pp. 7-50 to 7-51.)

As part of the Chase Drive connection to Foothill Parkway, a portion of Mangular Avenue would be widened and improved to match existing Mangular Avenue to the north. The roadway section would be widened from approximately 31 feet to 44 feet, with one 10-foot traffic lane, a 5-foot Class II Bike Lane, and a 7-foot parking lane in each direction. A curb-adjacent 5-foot sidewalk and 3-foot parkway would be added on the east side of the street. These improvements would not require additional R/W, however they may require a construction

easement. Overhead power lines located behind the existing easterly asphalt dike would be relocated behind the new easterly curb. Other utility relocations may also be required. (Draft EIR, p. 7-50.)

Impacts. The With Chase Drive/Mangular Avenue Connection Alternative would result in lesser impacts related to aesthetics, light, and glare; short-term air quality; and biological resources than the proposed Project. The With Chase Drive/Mangular Avenue Connection Alternative would result in relatively the same impact related to land use compatibility and access; consistency with relevant planning; public health and safety; traffic and circulation; noise; cultural resources; hydrology and water quality; and geologic and seismic hazards as the proposed Project. The With Chase Drive/Mangular Avenue Connection Alternative would result in greater impacts related to long-term air quality than the proposed Project. However, as with the proposed Project, impacts can be mitigated to a level of less than significant under the With Chase Drive/Mangular Avenue Connection Alternative, with the exception of aesthetics; short-term air quality; short-term noise; cultural resource impacts; and geologic and seismic impacts. (Draft EIR, p. 7-80.)

Objectives. The With Chase Drive/Mangular Avenue Connection Alternative would attain Objectives 1, 3, 5, and 7 at a lesser level than the proposed Project. The With Chase Drive/Mangular Avenue Connection Alternative would attain Objectives 2, 4, and 6 at the same level as the proposed Project. (Draft EIR, p. 7-80.)

Finding. The City Council finds that the With Chase Drive/Mangular Avenue Connection Alternative would fail to meet the Project objectives to the same degree as the Project and would fail to avoid the significant and unavoidable impacts of the Project. (Draft EIR, pp. 7-80 to 7-81.) The City Council therefore rejects the With Chase Drive/Mangular Avenue Connection Alternative on these bases, each of which is sufficient on its own to substantiate the action of the City Council.

D. WITH BORDER AVENUE CONNECTION ALTERNATIVE

Description. The "With Border Avenue Connection" Alternative would result in the construction of the Foothill Parkway westerly extension along the same alignment as described for the proposed Project and only the proposed roadway connection to Border Avenue would be constructed; however, the proposed connection to Chase Drive/Mangular Avenue would not be constructed. (Draft EIR, p. 7-81.)

The Project proposes to extend Border Avenue approximately 200 feet south from its existing terminus and connect to Foothill Parkway, approximately 400 feet east of the Mabey Canyon Debris Basin. The proposed Foothill Parkway profile at that location is higher than the existing Border terminus. Therefore, approximately 200 feet of the existing south end of Border Avenue would be reconstructed to accommodate the elevated profile. The proposed typical section includes a 12-foot wide traffic lane and 10-foot wide Class III Bike Lane in each direction, a 7-foot parkway and 5-foot sidewalk on the west side of the street, and an 8-foot

parkway on the east side, for a total right of way width of 64 feet. A traffic signal would be placed at the intersection of Border Avenue and Foothill Parkway as part of the connection. (Draft EIR, p. 7-81.)

Impacts. The With Border Avenue Connection Alternative would result in lesser impacts related to aesthetics, light, and glare; short-term air quality; and biological resources than the proposed Project. The With Border Avenue Connection Alternative would result in relatively the same impacts related to land use compatibility and access; consistency with relevant planning; public health and safety; traffic and circulation; noise; cultural resources; hydrology and water quality; and geologic and seismic hazards as the proposed Project. The With Border Avenue Connection Alternative results in greater impacts related to long-term air quality than the proposed Project. However, as with the proposed Project, impacts can be mitigated to a level of less than significant under the With Border Avenue Connection Alternative, with the exception of aesthetic; short-term air quality; noise; cultural resource; and geologic and seismic hazards impacts. (Draft EIR, p. 7-110.)

Objectives. The With Border Avenue Connection Alternative would attain Objectives 1, 3, 5, and 7 at a lesser level than the proposed Project. The With Border Avenue Connection Alternative would attain Objectives 2, 4, and 6 at the same level as the proposed Project. (Draft EIR, p. 110.)

Finding. The City Council finds that the With Border Avenue Connection Alternative would fail to meet the Project objectives to the same degree as the Project and would fail to avoid the significant and unavoidable impacts of the Project. (Draft EIR, p. 110.) The City Council therefore rejects the With Border Avenue Connection Alternative on these bases, each of which is sufficient on its own to substantiate the action of the City Council.

E. REDUCED WIDTH ALTERNATIVE

Description. The "Reduced Width" Alternative would result in the construction of the Foothill Parkway Westerly Extension as a two-lane roadway along the same alignment as described for the proposed Project. With one lane of travel in each direction, rather than two, this would allow for a reduced roadway width relative to the proposed Project. The proposed roadway connections at Border Avenue and Chase Drive would be constructed, as with the proposed Project. (Draft EIR, p. 7-110.)

The horizontal and vertical alignments for the Reduced Width Alternative would be the same as for the proposed Project; therefore, the roadway grades for the Reduced Width Alternative would vary from 1.8 percent to 9 percent. Roadway width from hinge to hinge would vary in width from 83 feet to 94 feet in width, with an actual roadway width ranging from 50 to 54 feet. Similar to the proposed Project, the reduced width is through Wardlow Wash. This would be accomplished by the use of a 10-foot wide median. A 14-ft wide median is proposed for the remainder of the extension, from Border Avenue to the existing Foothill Parkway. For the Reduced Width Alternative, two travel lanes with one in each direction, would be provided, with

7-foot wide parkways, a 5-foot wide sidewalk on the north side of the roadway, and a 10- to 14-foot wide multipurpose trail on the south side. Travel lane widths would be 12 feet, with an 8-foot wide Class II Bike Lane. Striping would be modified through the superelevated 700-foot-radius curve to accommodate street runoff that will drain toward the median. In this specific location, the travel lane would be 13 feet wide, and the Class II Bike Lane would be 7 feet wide. The overall roadway width would not change. As Foothill Parkway passes over the Mabey Canyon Debris Basin dam, the sidewalk and roadside multi-purpose trail would be located behind the curb, eliminating the 7-foot wide parkway. The trail width would be reduced to 5 feet, and a maintenance access road would be placed adjacent to the south for access to the Mabey Canyon Debris Basin. (Draft EIR, p. 7-111.)

Impacts. The Reduced Width Alternative results in reduced impacts related to aesthetics, light, and glare; short-term air quality; and biological resources. The Reduced Width Alternative would result in relatively the same impact related to land use compatibility and access; public health and safety; noise; cultural resources; hydrology and water quality; and geologic and seismic hazards as the proposed Project. The Reduced Width Alternative would result in a greater impact related to consistency with relevant planning; traffic and circulation; and long-term air quality than the proposed Project. However, as with the proposed Project, impacts can be mitigated to a level of less than significant under the Reduced Width Alternative, with the exception of aesthetic; traffic and circulation; short-term air quality; noise; cultural resource; and geologic and seismic hazards impacts. (Draft EIR, p. 7-131.)

Objectives. The Reduced Width Alternative would attain Objectives 1, 3, 5, and 7 at a lesser level than the proposed Project. The Reduced Width Alternative would attain Objectives 4 and 6 at the same level as the proposed Project. The Reduced Width Alternative would not attain Objective 2. (Draft EIR, p. 7-131.)

The Reduced Width Alternative was rejected because it failed to meet the Project objectives to the same degree as the proposed Project. Additionally, this Alternative was rejected because it failed to avoid significant and unavoidable impacts. The Reduced Width Alternative would result in the same significant and unavoidable impacts as the proposed Project.

Finding. The City Council finds that the Reduced Width Connection Alternative would fail to meet the Project objectives to the same degree as the Project and would fail to avoid the significant and unavoidable impacts of the Project. (Draft EIR, p. 131.) The City Council therefore rejects the Reduced Width Alternative on these bases, each of which is sufficient on its own to substantiate the action of the City Council.

F. STONE BRIDGE AVOIDANCE ALTERNATIVE

Description. The "Stone Bridge Avoidance" Alternative would result in the construction of the Foothill Parkway Westerly Extension along the same alignment as described for the proposed Project, including the proposed roadway connections to Border Avenue and Chase Drive/Mangular Avenue. (Draft EIR, p. 7-131.)

The Project proposes a modified Mabey Canyon Debris Basin, which includes an open spillway structure (triple-box culvert), rather than a drop inlet structure. Also, instead of lowering the basin floor, the basin limits would be extended upstream to accommodate the original storage volume. This design was submitted to the Riverside County Flood Control and Water Conservation District (RCFC&WCD, or "Flood Control") in the Mabey Canyon Hydrology and Hydraulics Study prepared by RBF, dated October 2007, and was approved by Flood Control in April 2008. This "Stone Bridge Avoidance" Alternative revisits the grading concept currently proposed for the Project. In this Alternative, the basin floor would be lowered in order to maintain the existing basin perimeter and fully avoid the existing historic arroyo stone footbridge. This Alternative, as in the proposed Project, maintains the previously-approved open spillway concept. (Draft EIR, pp. 7-131 to 7-132.)

Impacts. Most of the short-term and long-term impacts of the Stone Bridge Avoidance Alternative would be similar to those of the Project. (Draft EIR, p. 7-132.) The Stone Bridge Avoidance Alternative would reduce the already less than significant impact of the Project on habitat and vegetation due to the fact that less acreage of vegetation would be disturbed by the Alternative. (Draft EIR, pp. 7-132 to 7-133.) The significant and unavoidable impact of the Project related to the removal of the historic arroyo stone foot bridge would be completely avoided by this Alternative. (Draft EIR, p. 7-135.) However, this Alternative would result in a significant and unavoidable impact due to the risk of dam failure. (Draft EIR, pp. 7-135 to 7-136.)

Objectives. The "Stone Bridge Avoidance" Alternative would attain Project objective 3 at a lesser degree than the proposed Project. (Draft EIR, p. 7-135.)

Finding. The City Council finds that (1) the Stone Bridge Avoidance Alternative would not offer an overall environmental advantage over the proposed Project, as avoidance of the Project's significant and unavoidable impact to cultural resources is offset by a new significant and unavoidable impact related to dam failure (Draft EIR, pp. 7-134 to 7-135); (2) this Alternative would not attain Project objective 3 to the same degree than the proposed Project (Draft EIR, p. 7-135); and (3) this Alternative is infeasible due to social, legal, and policy reasons, as the Riverside County Flood Control & Water Conservation District has indicated they would not approve the debris basin modifications associated with this Alternative because of potential safety impacts to upstream and downstream residents (Draft EIR pp. 7-134 to 7-136). The City Council therefore rejects the Stone Bridge Avoidance Alternative on these bases, each of which is sufficient on its own to substantiate the action of the City Council.

SECTION 9: RESOLUTION ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS.

The City Council hereby declares that, pursuant to State CEQA Guidelines Section 15093, the City Council has balanced the benefits of the Project against any unavoidable environmental impacts in determining whether to recommend approval of the Project to the City

Council. If the benefits of the Project outweigh the unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

The City Council hereby declares that the Draft EIR and Final EIR have identified and discussed significant effects which may occur as a result of the Project. With the implementation of the Mitigation Measures discussed in the Draft EIR and Final EIR, these effects can be mitigated to a level of less than significant except for unavoidable significant impacts as discussed in Section 4 of this Resolution.

The City Council hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project.

The City Council hereby declares that to the extent any Mitigation Measures recommended in the Draft EIR could not be incorporated, such Mitigation Measures are infeasible because they would impose restrictions on the Project that would prohibit the realization of specific economic, social and other benefits that this City Council finds outweigh the unmitigated impacts.

The City Council further finds that except for the Project, all other alternatives set forth in the Draft EIR and Final EIR are infeasible because they would prohibit the realization of Project objectives and/or specific economic, social and other benefits that this City Council finds outweigh any environmental benefits of the alternatives.

The City Council hereby declares that, having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the proposed Mitigation Measures, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, the City Council has determined that the each of the following social, economic and environmental benefits of the Project outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following overriding considerations:

- The completion of the City's overall traffic circulation plan in the southern portion of the City (Draft EIR, p. 3-28);
- The alleviation of existing traffic congestion on the local circulation network (*Id.*);
- The accommodation of traffic generated by approved and planned development in south Corona (*Id.*);
- Increasing access to existing and future developments in the southern portion of Corona for routine daily traffic and emergency response vehicles (*Id.*); and
- The achieving the City's standard of Level of Service "D" for local streets and arterial highways in the most cost-effective manner that would be compatible with existing and future physical and legal constraints while minimizing impacts to the extent feasible and providing value to the community. (Draft EIR, pp. 3-28 to 3-29.)

The City Council hereby declares that the foregoing benefits provided to the public through approval and implementation of the Project outweigh the identified significant adverse environmental impacts of the Project, which cannot be mitigated. The City Council finds that each of the Project benefits separately and individually outweighs the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

SECTION 10: RESOLUTION RECOMMENDING CERTIFICATION OF THE EIR.

The City Council finds that it has reviewed and considered the Final EIR in evaluating the Project, that the Final EIR is an accurate and objective statement that fully complies with CEQA, the State CEQA Guidelines and the Corona CEQA Guidelines and that the Final EIR reflects the independent judgment of the City Council.

The City Council declares that no evidence of new significant impacts as defined by State CEQA Guidelines section 15088.5 have been received by the City after circulation of the Draft EIR which would require recirculation.

The City Council certifies the EIR based on the following findings and conclusions:

A. Findings.

The following significant environmental impacts have been identified in the EIR and will require mitigation as set forth in Sections 4 and 5 of this Resolution but cannot be mitigated to a level of less than significant:

- Short-term impacts to the visual character of the Project site and the surrounding area;
- Long-term impacts from the alteration of a scenic vista within the viewshed of the Project site;
- Long-term impacts from the alteration of the existing visual character and quality of the Project site and its surroundings;
- Cumulative aesthetic impacts relating to short-term impacts to the visual character of the Project site and the surrounding area, long-term impacts to scenic vistas within a viewshed of the Project site, and long-term impacts to the visual character and quality of the Project site and its surroundings;
- Short-term impacts from exceeding SCAQMD's daily emissions thresholds for construction activities;
- Cumulative air quality impacts;
- Short-term noise and vibration impacts on nearby noise-sensitive receptors due to construction of the Project;
- Impacts related to adverse effects on a significant historical resource;
- Cumulative impacts related to adverse effects on significant historical resources;
- Impacts related to the exposure of commuters to adverse effects associated with

the rupture of a known earthquake fault; and

- Cumulative impacts related to the adverse effects associated with the rupture of known earthquake faults.

B. Conclusions.

All significant environmental impacts from the implementation of the Project have been identified in the EIR and, with implementation of the Mitigation Measures identified, will be mitigated to a less than significant level, except for the impacts listed in subsection A above.

Other reasonable alternatives to the Project which could feasibly achieve the basic objectives of the Project have been considered and rejected in favor of the Project.

Environmental, economic, social and other considerations and benefits derived from the development of the Project override and make infeasible any alternatives to the Project or further Mitigation Measures beyond those incorporated into the Project.

SECTION 11: RESOLUTION ADOPTING A MITIGATION MONITORING AND REPORTING PLAN.

Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Plan attached to this Resolution as Exhibit "A". In the event of any inconsistencies between the Mitigation Measures as set forth herein and the Mitigation Monitoring and Reporting Plan, the Mitigation Monitoring and Reporting Plan shall control.

SECTION 12: RESOLUTION REGARDING CUSTODIAN OF RECORD.

The documents and materials that constitute the record of proceedings on which these Findings have been based are located at the City of Corona, Public Works Department 400 South Vicentia Avenue, Corona, California 92882. The custodian for these records is the Public Works Director. This information is provided in compliance with Public Resources Code section 21081.6.

SECTION 13. RESOLUTION REGARDING STAFF DIRECTION.

A Notice of Determination shall be filed with the County of Riverside and the State Clearinghouse within five (5) days of final Project approval.

ADOPTED AND APPROVED this 4th day of February, 2009.

Mayor of the City of Corona, California

ATTEST:

City Clerk of the City of Corona, California

CERTIFICATION

I, Victoria J. Wasko, City Clerk of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of Corona, California, at a regular meeting thereof held on the 4th day of February, 2009, by the following vote:

AYES:	**MONTANEZ, NOLAN, SCOTT, SKIPWORTH, SPIEGEL**
NOES:	**NONE**
ABSENT:	**NONE**
ABSTAINED:	**NONE**

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 4th day of February, 2009.

City Clerk of the City of Corona, California

[SEAL]

EXHIBIT "A"

TO

RESOLUTION NO. 2009-014

MITIGATION MONITORING AND REPORTING PLAN

[attached behind this page]

13.0 MITIGATION MONITORING AND REPORTING PROGRAM

Section 2.0, EXECUTIVE SUMMARY, of this EIR identifies the mitigation measures that will be implemented to reduce the impacts associated with the Foothill Parkway Westerly Extension Project (State Clearinghouse No. 2007061044). CEQA was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code,

> *". . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment."*

Section 21081.6 requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and mandates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

PURPOSE

The purpose of the proposed Foothill Parkway Westerly Extension Project Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project that were identified in the Draft EIR. Implementation of this MMRP shall be accomplished by the City. Mitigation measures will be implemented as part of project implementation.

RESPONSIBILITIES AND DUTIES

In general, monitoring will consist of demonstrating that mitigation measures were implemented, and that the responsible unit monitored the implementation of the measures. The responsible unit for determining compliance with all mitigation measures will be the City Community Development Department or other affected City departments or public agencies, as applicable. Monitoring will consist of determining whether activities identified in the mitigation measures have been, or are being, implemented.

LIST OF MITIGATION MEASURES

Table 13-1, below, identifies the mitigation measures by resource area. Table 13-1 also provides the specific mitigation monitoring requirements along with implementation and monitoring phases and the responsible monitoring party. Verification of compliance with each measure is to be indicated by signature of the mitigation monitor, together with date of verification.

The City shall be responsible for implementation of all mitigation measures, unless otherwise noted in the table.

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM					Verification of Compliance		
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Initials	Date	Remarks
AESTHETICS							
Short-Term (Construction) Impacts							
5.2-1	Construction equipment staging areas shall use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material. Staging locations shall be indicated on final plans and grading plans are subject to review and approval of the City. Compliance with this measure is subject to periodic field inspection by City Staff.	Pre-Construction; Prior to the issuance of grading permits	Construction	City of Corona Public Works Department			
Impacts to Scenic Vistas							
5.2-2a	To maintain the context of the Project area, roadway landscaping within the roadway median and parkways shall be similar in appearance to the existing ornamental landscaping along Green River Road and Foothill Parkway.	Prior to the issuance of parkway landscape plans or landscape maintenance district plans	Construction	City of Corona Community Development and Parks Departments			
5.2-2b	Disrupted areas of vegetation, wildlife habitat, natural watercourses, and drainage swales shall be replaced. Vegetation shall be arranged in informal masses to create a textured slope that is characteristic to a natural chaparral mountain slope terrain. Hillside and canyon slopes shall be planted with drought tolerant species to soften the impact of land grading, retaining walls, structures, and roads. All proposed landscaping species shall be selected to agree with the local climate, humidity, soil types, and local wind. All selected species shall share similar water requirements. The street tree maintenance and enhancement program and new landscaping palette and location shall be developed in consultation with the City Public Works Department.	Construction	Construction	City of Corona Community Development, Public Works, and Parks Departments			
5.2-2c	All cut and fill activities for the Project shall be developed in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase. The area	Pre-Construction; Prior to the issuance of grading permits	Pre-Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	and height of cut and fill shall be minimized, to the extent technically achievable, ensuring that slope tops and bottoms are rounded and facilitate a smooth and seamless transition where natural and built slopes intersect to the extent feasible.						
Impacts to Visual Character/Quality							
5.2-3a	To maintain consistency with the existing infrastructure (i.e., bridges, roadways, walls, sidewalks, signage, etc.) of the surrounding Project area, architectural treatments (which may include vine treatment) for the structural elements of the Project shall be determined in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase.	Pre-Construction; Prior to the issuance of grading permits and/or street improvement plans	Pre-Construction	City of Corona Public Works Department			
5.2-3b	All aesthetic treatments to retaining walls and other wall features shall be developed in consultation with the City Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase. The height of wall features shall be minimized and all walls shall be designed with smooth flowing forms that follow topography and utilize material, colors, and textures that blend in with the surrounding landscape, to the extent feasible.	Pre-Construction; Prior to the issuance of grading permits	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			
Long-Term Light and Glare							
5.2-4a	Traffic signal and streetlights shall comply with the City of Corona's *Street Light Standard* (Standard Plan 502-0), in consultation with the City Public Works Department.	Pre-Construction; Prior to issuance of permits of the street improvements plans	Pre-Construction	City of Corona Public Works Department			
5.2-4b	All on-site street lighting shall utilize directional lighting techniques and low wattage bulbs that direct light downwards and minimize light spillover, without compromising site safety or security. Lighting fixtures shall use shielding, if necessary, to prevent spill lighting on adjacent off-site uses. Streetlights shall include high-pressure sodium vapor luminaire with 240	Pre-Construction; Prior to issuance of permits of the street improvements plans	Pre-Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	volt, swing down power module integral regulator ballast and lexan or glass refractor.						
PUBLIC HEALTH AND SAFETY							
Hazardous Materials							
5.3-1a	The interior of individual structures shall be visually inspected prior to demolition or renovation activities (if necessary). If hazardous materials are encountered, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling would indicate the appropriate level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.	Pre-Construction; Prior to the issuance of demolition permits	Construction	City of Corona Public Works Department			
5.3-1b	Prior to property acquisition, the presence or absence of septic tanks, underground storage tanks, as well as the presence or absence of hydraulic lifts located within the former automobile shop (APN 102-320-009) shall be confirmed by the City, or designee, through an interview with the current owner of the property. If present, the specific location of the tanks shall be identified, removed, and properly disposed of at an approved landfill facility, under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Once the tanks are removed, a visual inspection of the areas	Pre-Construction; Prior to the City's final acquisition of the property	Pre-Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	beneath and around the removed tanks shall be performed, by the appropriate agency. Any stained soils observed underneath the septic tanks shall be sampled. Results of the sampling, if necessary, would indicate the level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.						
5.3-1c	All miscellaneous debris (i.e., wood, concrete, 55-gallon drums, miscellaneous household debris, automobiles, scrap metal, and plastic piping, etc.) shall be removed and disposed of at an approved landfill facility prior to construction activities under the purview of the appropriate agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Once removed, a visual inspection of the areas beneath the removed materials shall be performed. Any stained soils observed underneath the removed materials shall be sampled. Results of the sampling, if necessary, would indicate the level of remediation efforts that may be required. Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.	Pre-Construction	Pre-Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
5.3-1d	Any transformers or hydraulic lifts to be relocated during construction shall be conducted under the purview of the local utility purveyor to identify property-handling procedures regarding potential PCBs.	Construction	Construction	City of Corona Public Works Department			
5.3-1e	The terminus of the undocumented metal pipe shall be defined to determine if any undocumented UST exists. Should a UST be present, the tank shall be removed and properly disposed of at an approved landfill facility. Once the UST is removed, a visual inspection of the areas beneath and around the removed UST shall be performed. Any stained soils observed underneath the UST shall be sampled. Results of sampling, if necessary, would indicate the level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.	Pre-Construction	Pre-Construction	City of Corona Public Works Department			
5.3-1f	ASTs shall be removed and properly disposed of at an approved landfill facility. Once the ASTs are removed, a visual inspection of the areas beneath and around the removed ASTs shall be performed. Any stained soils observed underneath the ASTs shall be sampled. Results of the sampling, if necessary, would indicate the level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All	Pre-Construction	Pre-Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.						
5.3-1g	If unknown wastes or suspect materials are discovered during construction by the Project Contractor, which is thought to include hazardous waste and/or materials, the following shall occur: ❑ Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area; ❑ Notify the City of Corona Fire Department ❑ Notify the Project Engineer of the implementing agency (the City of Corona); ❑ Secure the area as directed by the Project Engineer; and ❑ Notify the implementing agency's Hazardous Waste/Materials Coordinator. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.	Construction	Construction	City of Corona Public Works Department			
5.3-1h	Prior to construction, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act and	Pre-Construction; Prior to the issuance of	Pre-Construction	City of Corona Public Works and			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	California Occupational Safety and Health Administration certified building inspector to determine the levels of asbestos in structures should renovation or demolition occur. District Rule 1403 (Asbestos Emissions From Demolition/Renovation Activities) would be required for any demolition or renovation work involving asbestos-containing materials (ACMs). District Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of ACM. The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.	demolition permits		Building Departments			
5.3-1i	Prior to construction, a survey shall be conducted to determine the presence or absence of lead-based paint. If lead-based paint is found, abatement shall be required before any demolition activities occur that would create a lead dust or fume hazard. Lead-based paint removal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead. The individual(s) performing lead-based paint removal shall provide evidence of certified training for lead-related construction work.	Pre-Construction; Prior to the issuance of demolition permits	Pre-Construction	City of Corona Public Works Department			
5.3-1j	The specific location, use, and terminus of the on-site well (noted in building records) shall be defined. If located on the subject site, the well shall be surveyed and evaluated	Pre-Construction; Prior to the issuance of applicable grading	Pre-Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	immediately prior to preceding with site development. Once the well is removed, any stained soils, if observed underneath the removed materials, shall be tested to identify appropriate remedial activities, if necessary. Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.	permits					
5.3-1k	Prior to construction, within areas associated with known historic agricultural uses (eastern portion of the Project site), the City shall perform soil tests within the project grading limits to determine concentrations of pesticide and fungicide residues that may be present. Should contamination levels be in excess of acceptable Federal, State, and/or County of Riverside levels, a remedial action plan (subject to approval by the Riverside County Department of Environmental Health and responsible regulatory agencies) shall be implemented to reduce contaminants to acceptable levels.	Pre-Construction; Prior to the issuance of grading permits	Pre-Construction	City of Corona Public Works Department			
Risk of Accident							
5.3-3a	Prior to excavation/grading activities on the Project site, the City of Corona shall coordinate and provide pre-construction notification to purveyors with underground pipelines traversing the Project site prior to excavation/grading activities. Prior to excavation/grading activities on the Project site, the contractor shall obtain information on the location of underground pipelines located within the Project area, and any information regarding safety concerns of these pipelines.	Pre-Construction meeting with City staff and contractors	Pre-Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
5.3-3b	Prior to excavation/grading activities on the Project site, the City of Corona shall coordinate the design and construction planning for the roadway extension over the MWD pipeline. At the discretion of the MWD, the MWD shall enter into an agreement with the City to allow its personnel to monitor grading and construction within 100 feet of the pipeline.	Pre-Construction; Prior to the issuance of grading permits	Pre-Construction	City of Corona Public Works Department			
5.3-3c	Prior to construction, Underground Service Alert (i.e., Dig Alert) shall be contacted at 811 in order to determine the location of underground pipelines. The proposed excavation area shall be delineated with white marking paint or with other suitable markers such as flags or stakes at least two days prior to commencing any excavation work. A "Dig Alert" ticket number shall be issued at the time Underground Service Alert is contacted. Excavating is not permitted without this ticket number. Underground Service Alert shall notify its member utilities having underground facilities in the area.	Pre-Construction	Construction	City of Corona Public Works Department			
5.3-3d	If any pipeline is ruptured during construction, the Corona Fire Department shall be notified. Should the rupture of an unmarked pipeline occur, the Corona Fire Department shall be contacted for on-site guidance during pipeline removal activities. If the rupture indicates an emergency, 911 shall be dialed.	Construction	Construction	City of Corona Public Works Department			
TRAFFIC AND CIRCULATION							
Short-Term (Construction) Impacts							
5.4-1a	Short-term mitigation for roadways shall be mitigated by a Traffic Management Plan (TMP) to be established by the City prior to construction. This Plan shall consist of prior notices, adequate sign-posting, and detours (including pedestrian, horseback, and bicycle paths). The TMP shall specify implementation timing of each plan element (prior notices, sign-posting, detours, etc.) as determined appropriate by the	Pre-Construction; Prior to issuance of permits of the Traffic Management Plan	Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM					Verification of Compliance		
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Initials	Date	Remarks
	City Engineer. Adequate access to and from adjacent residential areas shall be provided at all times. The TMP shall be revised and approved by the City Public Works, Police, and Fire Departments so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner in an effort to reduce impacts.						
5.4-1b	Proper detours and warning signs shall be established to ensure public safety. Alternative routes for the existing bicycle, horseback, and hiking trails along the Project site into the Cleveland National Forest shall be clearly marked and safety of those that utilize the path shall be considered at all times. This includes the use of proper lighting (where appropriate), fencing/shielding, sufficient headway for horse riders to pass through, proper storage of equipment and construction supplies, covering loose piles of soil, silt, clay, sand debris, or other earthen material so as to eliminate any discharge onto the existing pathway or temporary pathway, and immediately hosing down/cleaning such areas of the existing pathway or temporary pathway that have been affected by construction debris or sedimentation from the Project. Upon completion of construction, access to the existing bicycle, horseback, and hiking trails into the Cleveland National Forest shall be maintained. Trails that are impacted during construction, and remain in place after construction, shall be returned to pre-project conditions.	Pre-Construction; Construction	Pre-Construction; Construction	City of Corona Public Works Department			
Design Elements							
5.4-4	A traffic signal warrant analysis shall be prepared by a registered Civil Engineer or Registered Traffic Engineer prior to construction of the proposed alignment at the following intersection:	Pre-Construction; Prior to issuance of permits of the street improvement plans	Pre-Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	❑ Foothill Parkway/Trudy Way Additional intersections may require traffic signal warrant analysis based on direction from the City of Corona Public Works Director. A traffic signal will be installed at an intersection where it is deemed appropriate, based on the traffic signal warrant determination and the professional recommendation of the City Traffic Engineer.						
AIR QUALITY							
Short-Term (Construction) Emissions							
5.5-1a	Prior to approval of the Project plans and specifications, the Public Works Director, or his designee, shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors: ❑ All active portions of the construction site shall be watered to prevent excessive amounts of dust; ❑ On-site vehicles speed shall be limited to 15 miles per hour (mph); ❑ All on-site roads shall be paved as soon as feasible, watered periodically, or chemically stabilized; ❑ All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust.	Pre-Construction; Prior to issuance of permits of the street improvements and/or grading permits	Pre-Construction; Construction	City of Corona Public Works Department; SCAQMD			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day; ❑ If dust is generated and visibly occurs beyond the site boundaries, clearing, grading, earth moving, or excavation activities that generate dust shall cease during periods of high winds (i.e., greater than 25 mph averaged over one hour); and ❑ All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.						
5.5-1b	Prior to approval of the Project plans and specifications, the Public Works Director shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the Resident Engineer. The City inspector shall be responsible for ensuring that contractors comply with this measure during construction.	Pre-Construction; Prior to issuance of permits of the street improvements and/or grading permits	Pre-Construction; Construction	City of Corona Public Works Department; SCAQMD			
5.5-1c	Prior to approval of the Project plans and specifications, the Public Works Director, or his designee, shall confirm that the construction bid packages include a separate "Diesel Fuel Reduction Plan." This plan shall identify the actions to be taken to reduce diesel fuel emissions during construction activities (inclusive of grading and excavation activities). Reductions in diesel fuel emissions can be achieved by measures including, but not limited to, the following: a) use of alternative energy sources, such as compressed natural gas or liquefied petroleum gas, in mobile equipment and vehicles;	Pre-Construction	Pre-Construction; Construction	City of Corona Public Works Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
				Initials	Date	Remarks
b) use of "retrofit technology," including diesel particulate trips, on existing diesel engines and vehicles; and c) other appropriate measures with equal or better efficiency (as determined in consultation with the South Coast Air Quality Management District). Prior to the issuance of a grading permit, the Diesel Fuel Reduction Plan shall be filed with the City of Corona. The Diesel Fuel Reduction Plan shall include the following provisions: ❑ All diesel fueled off-road construction equipment shall be CARB certified or use post-combustion controls that reduce pollutant emissions to the same level as CARB certified equipment. CARB certified off-road engines are engines that are three years old or less and comply with lower emission standards. Post-combustion controls are devices that are installed downstream of the engine on the tailpipe to treat the exhaust. These devices are now widely used on construction equipment and are capable of removing over 90 percent of the PM_{10}, carbon monoxide, and volatile organic compounds from engine exhaust, depending on the specific device, sulfur content of the fuel, and specific engine type. The most common and widely used post-combustion control devices are particulate traps (i.e., soot filters), oxidation catalysts, and combinations thereof. ❑ All diesel fueled on-road construction vehicles shall meet the emission standards applicable to the most current year to the greatest extent possible. To achieve this standard, new vehicles shall be used or older vehicles shall use post-combustion controls that reduce pollutant emissions to the greatest extent feasible.						

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	❑ The effectiveness of the latest diesel emission controls is highly dependant on the sulfur content of the fuel. Therefore, diesel fuel used by on-road and off-road construction equipment shall be low sulfur (>15 ppm) or other alternative low polluting diesel fuel formulation.						
5.5-1d	All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.	Construction	Construction	City of Corona Public Works Department			
NOISE							
Short-Term (Construction) Noise Impacts							
5.6-1a	Prior to issuance of grading permits for the proposed alignment, the Project Contractor shall provide evidence acceptable to the City of Corona Public Works Director, or designee, that (1) all construction equipment, fixed and/or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards, (2) construction activities shall be limited to the designated daytime hours as specified by the City of Corona, currently 7:00 a.m. to 8:00 p.m. on Monday through Saturday and 10:00 a.m. and 6:00 p.m. on Sunday and federal holidays. These restrictions apply to all trucks, vehicles, and equipment that are making or involved with material deliveries, loading or transfer of materials, equipment service, and maintenance of any devices for or within the Project construction site.	Pre-Construction; Prior to issuance of grading permits	Construction	City of Corona Public Works Department			
5.6-1b	During construction, the Project Contractor shall place all stationary construction equipment such that emitted noise is directed away from noise-sensitive receptors. The placement of the equipment shall meet the satisfaction of the Building	Construction	Construction	City of Corona Building Department			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM					Verification of Compliance		
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Initials	Date	Remarks
	Official and is subject to site inspection. Additionally, the Project Contractor shall provide evidence of the placement of the stationary equipment to the Building Official.						
5.6-1c	Prior to approval of the Project plans and specifications, the City of Corona Public Works Director, or designee, shall confirm that the Project plans and specifications stipulate that the Project Contractor shall incorporate feasible muffling features into all construction vehicles and equipment and into construction methods, and shall maintain all construction vehicles and equipment in efficient operating condition.	Pre-Construction; Prior to issuance of permits of the street improvements and/or grading permits	Pre-Construction; Construction	City of Corona Public Works Department			
5.6-1d	Prior to approval of the Project plans and specifications, the City of Corona Public Works Director, or designee, shall confirm the Project plans and specifications stipulate that the Project Contractor shall locate stockpiling and construction vehicle staging areas as far away as practical from noise sensitive receptors during construction activities.	Pre-Construction; Prior to issuance of permits of stockpile and/or grading permits	Pre-Construction; Construction	City of Corona Public Works Department			
5.6-1e	During construction, the Project Contractor shall install temporary construction barriers with an effective height of 8 to 10 feet around construction activities located within 100 feet of residences, where it is feasible, to provide a noise reduction of 8 to 10 dBA. These barriers shall be provided along Green River Road, Paseo Grande, and Meadowcrest Street and near the cul-de-sacs of Condor Circle, Clearview Circle, and Folson Circle.	Construction	Construction	City of Corona Public Works Department			
5.6-1f	Prior to issuance of grading permits for the proposed alignment, the Project Contractor shall develop and execute a community information program, notifying neighbors of planned construction schedules and periods of maximum activity. The notice shall provide a construction schedule, required noise conditions applied to the proposed alignment, and the name and telephone number of the Construction	Pre-Construction; Prior to issuance of grading permits	Construction	City of Corona Public Works Department			

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	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
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	Project Manager who can address questions and problems that may arise during construction.						
5.6-1g	If pile driving occurs within 200 feet of sensitive receptors, alternative construction methods such as pre-drilling, drilled piles, Giken silent piling, pile cushioning, or any non-impact drivers shall be implemented to significantly reduce vibration levels generated by construction activities.	Construction	Construction	City of Corona Public Works Department			
Long Term Operational Impacts							
5.6-2	Noise barriers (i.e., walls and/or earthen berms) shall be constructed at the following locations and heights; however, if the noise barriers identified below are already constructed as a community perimeter wall, during final design, these walls shall be examined to determine their efficiency at mitigating noise to the levels specified: ❑ A minimum barrier height of 6 feet for Sound Barrier 1 located along Foothill Parkway west of Trudy Way.[1] ❑ A minimum barrier height of 6 feet for Sound Barrier 2 located along Foothill Parkway east of Trudy Way.[2] Prior to issuance of grading permits, the existing wall's acoustical barrier efficiency shall be tested to ensure it meets the requirements to reduce noise levels below 65 dBA. ❑ A minimum barrier height of 8 to 10 feet for Sound Barrier 3 located along Foothill Parkway between Elysia Street and Lincoln Avenue.	Pre-Construction; Construction	Construction	City of Corona Public Works Department			

[1] Trudy Way is identified as Bartol Street in the *Noise Impact Analysis: Foothill Parkway Westerly Extension*, prepared by LSA Associates, Inc., dated January 2008. However, Bartol Street has been renamed as Trudy Way.

[2] Ibid.

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
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BIOLOGICAL RESOURCES							
Short-Term (Construction) Impacts							
5.7-1b	The following Construction Minimization Measures (Section 7.5.3 of the MSHCP) shall be implemented during Project construction to minimize impacts on biological resources during construction: ❑ Plans for water pollution and erosion control shall be prepared for all Discretionary Projects involving the movement of earth in excess of 50 cubic yards. The plans shall describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, and use of plant material for erosion control. Plans shall be reviewed and approved by the City of Corona, prior to construction. ❑ Timing of construction activities shall consider seasonal requirements for breeding birds and migratory non-resident species covered under the Migratory Bird Treaty Act. Habitat clearing shall be avoided during species active breeding season, defined as March 1 to June 30. ❑ Sediment and erosion control measures shall be implemented until such time soils are determined to be successfully stabilized. ❑ Short-term stream diversions shall be accomplished by use of sand bags or other methods that will result in minimal instream impacts. Short-term diversions shall consider effects on wildlife.	Pre-Construction; Included on the erosion control plans of the precise grading plans	Construction	City of Corona Community Development and Public Works Departments			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
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❑ Silt fencing or other sediment trapping materials shall be installed at the downstream end of construction activities to minimize the transport of sediments off-site. ❑ Settling ponds where sediment is collected shall be cleaned in a manner that prevents sediment from re-entering the stream or damaging/disturbing adjacent areas. Sediment from settling ponds shall be removed and diverted to a location where sediment cannot re-enter the stream or surrounding drainage area. Caution shall be exercised during removal of silt fencing to minimize release of debris or sediment into streams. ❑ No erodible materials shall be deposited into water courses. Brush, loose soils, or other debris material shall not be stockpiled within stream channels or on adjacent banks. ❑ The footprint of disturbance shall be minimized to the maximum extent feasible. Access to the Project site shall occur on pre-existing access routes to the greatest extent possible. ❑ Equipment storage, fueling and staging areas shall be sited on non-sensitive upland habitat types with minimal risk of direct discharge into riparian areas or other sensitive habitat types. ❑ The limits of disturbance, including the upstream, downstream and lateral extents, shall be clearly defined and marked in the field. Mitigation Monitoring Program personnel shall review the limits of disturbance prior to initiation of construction activities.						

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM						
				Verification of Compliance		
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Initials	Date	Remarks
❑ During construction, the placement of equipment within the stream or on adjacent banks or adjacent upland habitats occupied by Covered Species that are outside of the Project footprint shall be avoided. ❑ Exotic species removed during construction shall be properly handled to prevent sprouting or regrowth. ❑ Training of construction personnel shall be provided. ❑ Ongoing monitoring and reporting shall occur for the duration of the construction activity to ensure implementation of best management practices (BMPs). ❑ When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to coastal sage scrub or chaparral vegetation, appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) shall be available on the site during all phases of Project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods shall be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires shall advise contractors regarding fire risk from all construction-related activities. ❑ Active construction areas shall be watered regularly to control dust and minimize impacts to adjacent vegetation.						

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	❑ All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall occur only in designated areas within the proposed grading limits of the Project site. These designated areas shall be clearly marked and located in such a manner as to contain run-off. ❑ Waste, dirt, rubble, or trash shall not be deposited in the Conservation Area or on native habitat						
5.7-1c	Proposed noise-generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. For planning purposes, wildlife within the MSHCP Conservation Area shall not be subject to noise that would exceed 60 dBA CNEL.	Pre-Construction	Construction	City of Corona Community Development and Public Works Departments			
Vegetation Types							
5.7-2a	The City of Corona shall obtain all appropriate permits for impacts on USACE and CDFG jurisdictional areas. Mitigation for the loss of jurisdictional areas shall consist of restoration of riparian habitat at no less than a 2:1 ratio to ensure no net loss of habitat. Any creation of habitat will be in kind and proportional to Project impacts. Native trees within the riparian habitat shall be replaced as follows per the City of Corona (2008): coast live oaks 4:1; sycamore 3:1; cottonwood 3:1; willow 2:1; and scrub oak 2:1. Prior to issuance of a grading permit, a detailed restoration program shall be prepared for approval by the USACE and CDFG with the following items: ❑ *Responsibilities and qualifications of the personnel to implement and supervise the plan.* The responsibilities of the landowner, specialists, and	Pre-Construction; Prior to issuance of the clearing and grubbing and/or grading permits	Pre-Construction; Construction; Post Construction	City of Corona Community Development and Public Works Departments			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM						
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
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maintenance personnel that would supervise and implement the plan will be specified. ❑ *Site selection.* The site for the mitigation will be determined in coordination with the City of Corona and the resource agencies. The site shall either be located on the Project site in a dedicated open space area or land will be purchased off the site. ❑ *Site preparation and planting implementation.* The site preparation will include: (1) protection of existing native species; (2) trash and weed removal; (3) native species salvage and reuse (i.e., duff); (4) soil treatments (i.e. imprinting, decompacting); (5) temporary irrigation installation; (6) erosion control measures (i.e. rice or willow wattles); (7) seed mix application; and (8) container species. ❑ *Schedule.* A schedule will be developed which includes planting to occur in late fall and early winter, between October 1 and January 30. ❑ *Maintenance Plan/Guidelines.* The maintenance plan will include: (1) weed control; (2) herbivory control; (3) trash removal; (4) irrigation system maintenance; (5) maintenance training; and (6) replacement planting. ❑ *Monitoring Plan.* The Monitoring Plan will include: (1) qualitative monitoring (i.e., photographs and general observations); (2) quantitative monitoring (i.e., randomly placed transects); (3) performance criteria as approved by the resource agencies; (4) monthly reports for the first year, and reports every other month thereafter; and (5) annual reports for five						

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM							
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	years, which will be submitted to the resource agencies on an annual basis. The site will be monitored and maintained for five years to ensure successful establishment of riparian habitat within the restored and created areas. ❑ *Long-term preservation.* Long-term preservation of the site will also be outlined in the conceptual mitigation plan to ensure the mitigation site is not impacted by future development. In addition, the City of Corona will shall provide the Determination of Biologically Equivalent or Superior Preservation (DBESP) with the proposed Mitigation Plan to the USFWS and CDFG for review. The resource agencies shall review the Project for consistency with Section 6.1.2 of the MSHCP (i.e., Riparian/Riverine).						
5.7-2b	As outlined in the Native Tree Survey prepared for the proposed Project, the following mitigation for removal of native trees shall be required by the Project: ❑ Prior to grading, orange snow fencing shall be installed around trees (outside the dripline) that would not be impacted by construction. Fencing shall be in place and inspected by a qualified Biological Monitor prior to commencement of grading. This fencing shall remain in place throughout the entire period of Project construction, and shall be periodically checked by the Biological Monitor. ❑ For each native tree removed, trees will be replaced at the ratios indicated in Table 5.7-7.	Pre-Construction; Prior to issuance of the clearing and grubbing, and/or grading permits	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			

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Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
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❑ The Landscape Architect shall design the replacement trees into the riparian revegetation to replace the habitat value of the woodlands and trees removed by the proposed alignment. At least 5.06 acres of replacement habitat shall be planted to compensate for the loss of coast live oak woodland habitat. The Planting Plan will be reviewed by a qualified biologist and to ensure that the replacement oak trees are located in such a way to provide comparable habitat quality. ❑ All replacement trees shall be located in the riparian and oak woodland revegetation areas if possible. If spacing requirements cannot accommodate the number of replacement trees, the trees may be planted adjacent to the proposed road as a transition to open space. ❑ Planting specifications shall consider the following: a. Newly planted trees shall be planted above grade and maintained for five years, including irrigation, weed control, herbivore protections, and replacement. b. Amending the backfill soil with wood shavings, oak leaf-mold, etc. is not recommended when existing soil is high in natural organic matter with a sandy loam texture. c. Recommendations for the need of planting amendments and drainage systems shall be based on soil tests of this Project site and approved by the City.						

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	d. Any City approved work within the driplines of saved trees, including branch removal, shall be under the inspection of a qualified arborist. e. Landscaping requiring irrigation shall not be planted within the dripline of oaks due to the susceptibility of native oaks to root rot caused by excessive unseasonable irrigation. The design and installation of landscape irrigation systems outside the dripline of the oaks shall be such that the area within the dripline is not wetted during operation of the system. In addition, surface runoff from impermeable surfaces shall be directed away from oaks; where natural topography has been altered, provisions shall be made for drainage away from trunks of oaks so that water will not pond or collect within the dripline of any oak.						
Wildlife Movement and Habitat Fragmentation							
5.7-4	It is recommended that the base of the manufactured slope west of the constructed roadway be vegetated with native species to encourage the continued use of Wardlow Wash for wildlife movement. This area may count toward the mitigation requirement for riparian vegetation (Mitigation Measure 5.7-2a), oak tree replacement (Mitigation Measure 5.7-2b), and special status plant relocation (Mitigation Measure 5.7-5) if determined to be appropriate for these mitigation areas. The culvert under Paseo Grande should be designed following guidelines in Section 7.5.2 of the MSHCP. Guidelines in Section 7.5.2 recommend a width of at least five feet to allow for passage by medium-sized wildlife. (The existing 8-foot	Pre-Construction; Construction	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			

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	culvert under Paseo Grande exceeds these minimum requirements.) In addition, the crossing should be designed in a manner which allows a dry crossing under most circumstances. This may include designing an elevated bench above the normal high water line or providing a textured gentle slope up the side of the culvert/undercrossing. Barriers to small terrestrial wildlife movement should be encouraged along new and modified roadways, so that they are guided toward appropriate undercrossings.						
Special Status Plants							
5.7-5	If construction occurs after fall 2008, a pre-construction survey during the peak flowering period for the intermediate mariposa lily and Coulter's matilija poppy, approximately March through June, shall be conducted by the Project biologist the spring prior to construction. The limits of each plant location within the impact area shall be clearly delineated with brightly colored flagging. The plants shall be mitigated by transplantation (for matilija poppy), bulb collection (mariposa lily), and seed collection (both matilija poppy and mariposa lily). The plants, seeds or bulbs shall then be placed into a suitable mitigation site in the undeveloped portion of the Project site or at an approved off-site location. A qualified biologist shall be selected by the Project Applicant to prepare and implement the mitigation plan. The detailed mitigation plan will include the following requirements and be approved by the City of Corona prior to issuance of the grading permit: ❑ Seed ripeness will be monitored every two weeks by a qualified biologist and/or a qualified seed collector at the existing locations of lilies and poppies to determine when the seeds are ready for collection. A	Pre-Construction; Prior to issuance of the clearing and grubbing, and/or grading permits	Pre-Construction; Post-Construction	City of Corona Community Development and Public Works Departments			

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qualified seed collector shall collect all of the seeds from the plants to be impacted when the seeds are ripe. The seeds shall be cleaned and stored by a qualified nursery or institution with appropriate storage facilities. ❑ Following the seed collection, the bulbs/plants shall be removed by bulb/plant collection, block transplantation method, or root cuttings, whichever is believed to be the most successful method for each species. The bulbs/plants shall either be transplanted directly or stored by a qualified nursery or institution with appropriate storage facilities. If the bulbs/plants are collected and the block transplantation method is not used, then the top 12 inches of topsoil from the lily/poppy locations shall be scraped, stockpiled, and used at the selected mitigation site. ❑ The mitigation site shall be located in dedicated open space on the Project site or at an off-site mitigation site. The mitigation site will not be within the road easement and will not be located in a fuel modification zone. The mitigation site shall not attempt to enhance existing populations and shall not be impacted by any pesticides or herbicides used on adjacent properties. ❑ The lily/poppy mitigation site shall be prepared for seeding as described in a conceptual restoration plan. ❑ The topsoil shall be respread in the selected location as approved by the Project biologist. Approximately 60 to 80 percent of the seeds and bulbs/plants						

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collected shall be spread/placed in the fall following soil preparation. The remainder of the seed and bulbs/plants shall be kept in storage for subsequent seeding, if necessary. ❑ A detailed maintenance and monitoring plan shall be developed by a qualified biologist. The plan shall include detailed descriptions of maintenance appropriate for the mitigation site, monitoring requirements, and annual report requirements, and shall have the full authority to suspend any operation in the study area which is, in the qualified biologist's opinion, not consistent with the restoration plan. Any disputes regarding the consistency of an action with the restoration plan shall be resolved by the City of Corona and the biologist. ❑ The performance criteria for intermediate mariposa lily and Coulter's matilija poppy will be 80 percent of transplanted bulbs/plants established within the mitigation site producing leaves each year of the long-term maintenance and monitoring program. If the performance criteria is not achieved following the first season, remediation measures shall be implemented prior to seeding with the remaining contingency seed and bulbs. Remedial measures shall include at a minimum: soils testing, control of invasive species, soil amendments, and physical disturbance (to provide scarification of the seed) of the planted areas by raking or similar actions. Additional mitigation measures may be suggested as determined appropriate by the Project biologist.						

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Special Status Wildlife – Least Bell's Vireo							
5.7-6a	The habitat creation included in Mitigation Measure 5.7-2a will be required to mitigate for impacts on the least Bell's vireo. In addition, the following conditions will apply: ❑ Vegetation clearing activities shall occur during the non-breeding season (September 16 to March 14). If the construction is scheduled to occur during the breeding season, a pre-construction protocol survey will be conducted the spring/summer prior to construction to confirm the absence of this species from the impact area and vicinity (i.e., within 500 feet) prior to the start of construction activities. ❑ The 2008 focused survey results shall be provided to the USACE, USFWS, and CDFG for consideration during jurisdictional permitting and review of the revised DBESP.	Pre-Construction Construction	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			
Special Status Wildlife – Burrowing Owl							
5.7-6b	Pursuant to the MSHCP Objective 6, for burrowing owl, a pre-construction burrowing owl survey shall be conducted prior to issuance of a grading permit to verify the presence/absence of the owl on the Project site. Within thirty days of the onset of construction activities, a qualified biologist shall survey within 500 feet of the Project site for the presence of any active owl burrows. Any active burrow found during survey efforts shall be mapped on the construction plans. If no active burrows are found, no further mitigation would be required. Results of the surveys shall be provided to the City of Corona. If nesting activity is present at an active burrow, the active site shall be protected until nesting activity has ended to ensure	Pre-Construction; Prior to issuance of grading permits	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			

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	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
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	compliance with Section 3503.5 of the California Fish and Game Code. Nesting activity for burrowing owl in the region normally occurs between March and August. To protect the active burrow, the following restrictions to construction activities shall be required until the burrow is no longer active as determined by a qualified biologist: (1) clearing limits shall be established within a 500-foot buffer around any active burrow, unless otherwise determined by a qualified biologist, and (2) access and surveying shall be restricted within 300 feet of any active burrow, unless otherwise determined by a qualified biologist. Any encroachment into the buffer area around the active burrow shall only be allowed if the biologist determines that the proposed activity will not disturb the nest occupants. Construction can proceed when the qualified biologist has determined that fledglings have left the nest. If an active burrow is observed during the non-nesting season, the nest site shall be monitored by a qualified biologist, and when the raptor is away from the nest, the biologist will either actively or passively relocate the burrowing owl based on direction from the WRC RCA. The biologist shall then remove the burrow so the burrowing owl cannot return to the burrow.						
5.7-6c	Seven days prior to the onset of construction activities during the raptor nesting season (February 1 to June 30), a qualified biologist shall survey within 500 feet of the Project impact area for the presence of any active raptor nests (common or special status). Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the CDFG.	Pre-Construction; Prior to issuance of the clearing and grubbing, and/or grading permits	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			

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	If nesting activity is present at any raptor nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. To protect any nest site, the following restrictions to construction activities are required until nests are no longer active as determined by a qualified biologist: (1) clearing limits shall be established within a 500-foot buffer around any occupied nest, unless otherwise determined by a qualified biologist, and (2) access and surveying shall be restricted within 300 feet of any occupied nest, unless otherwise determined by a qualified biologist. Any encroachment into the buffer area around the known nest shall only be allowed if the biologist determines that the proposed activity will not disturb the nest occupants. Construction can proceed when the qualified biologist has determined that fledglings have left the nest. If an active nest is observed during the non-nesting season, the nest site shall be monitored by a qualified biologist, and when the raptor is away from the nest, the biologist will flush any raptor to open space areas. A qualified biologist, or construction personnel under the direction of the qualified biologist, shall then remove the nest site so raptors cannot return to a nest.						
5.7-7b	Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in Project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.	Pre-Construction; Post-Construction; Operation	Pre-Construction; Post-Construction; Operation	City of Corona Community Development and Public Works Departments			
5.7-7d	When approving landscape plans for proposed landscaping adjacent to the MSHCP Conservation Area, the City shall	Pre-Construction; Prior to issuance of permits	Construction	City of Corona Community			

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	consider the invasive, non-native plant species listed in the MSHCP and will require revisions to landscape plans to avoid the use of invasive species for the landscaping adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list will include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.	of the landscape plans		Development and Public Works Departments			
5.7-7e	Where appropriate, barriers shall be placed in individual Project designs to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms.	Pre-Construction	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			
Public/Quasi-Public Lands							
5.7-8	The DBESP Report includes replacement of Public/Quasi-public land permanently impacted by the proposed alignment through the purchase of equivalent or superior quality habitat at a 1:1 ratio that shall be dedicated in fee title or conservation easement to the Western Riverside County Regional Conservation Authority. The resource agencies shall review the proposed acquisition to ensure that the lands to be acquired by the City of Corona are of equivalent or superior quality to the Public/Quasi-public lands impacted by the proposed alignment. The dedicated lands shall be managed by the Western Riverside County Regional Conservation Authority in a manner that is consistent with the goals of the MSHCP.	Pre-Construction	Construction	City of Corona Community Development and Public Works Departments			

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Jurisdictional Impacts							
5.7-9	Refer to Mitigation Measures 5.7-2a and 5.7-2b	Pre-Construction; Construction	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			
CULTURAL RESOURCES							
Historic Resources							
5.8-1a	Recordation. If the historic arroyo stone footbridge is demolished or relocated, recordation (by photographs, measured drawings, and narrative) of the historic resource shall be made in order to ensure a permanent record of the present appearance and context of the historical resource is maintained. Demolition/relocation and recordation of historic resources shall be according to Historic American Engineering Record (HAER) standards prior to any construction activities. Once the HAER documentation is approved by a designated Project architectural historian, who meets the Secretary of the Interior's Professional Qualification Standards, the resulting archival documentation shall be filed with the State Office of Historic Preservation, City of Corona Planning Department, and Corona Public Library, Heritage Room.	Pre-Construction; Prior to the issuance of demolition permits	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			
5.8-1b	Relocation. Relocate the historic arroyo stone footbridge to a comparable location/setting within the community, if feasible. Such relocation efforts shall be undertaken in accordance with a Relocation Plan prepared by a qualified architectural historian, historic architect, or historic preservation professional that satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture. The Relocation Plan shall include relocation methodology recommended by the National Park	Pre-Construction	Pre-Construction	City of Corona Community Development and Public Works Departments			

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	Service, which are outlined in the booklet entitled "Moving Historic Buildings," by John Obed Curtis (1979), and the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, as applicable. Upon relocation of the structure to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed in conjunction with the relocation of the footbridge shall be undertaken in a manner consistent with the Standards. At the relocation site, provide a public information sign/plaque that explains why the resource is significant.						
5.8-1c	Salvage. Offer the resource and/or elements of it to a local preservation group(s) for salvage or reuse, if relocation is not feasible.	Pre-Construction	Pre-Construction; Construction	City of Corona Community Development and Public Works Departments			
Archaeological Resources							
5.8-2a	If archaeological resources are discovered during excavation and grading activities on-site, the contractor shall stop all work and shall retain a qualified archaeologist to evaluate the significance of the finding and appropriate course of action. Requirements may include, but not limited to, preservation, recordation, relocation, salvage, recovery, and/or collection of archaeological resources. The Project Contractor shall provide a reasonable period of time for salvage of discovered archaeological resources. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission.	Construction	Construction	City of Corona Community Development and Public Works Departments			

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	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
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5.8-2b	If human remains are discovered as a result of the Project during development, all activity shall cease immediately, and the Contractor shall notify the Riverside County Coroner's Office immediately pursuant to California Health and Safety Section 7050.5, and a qualified archaeologist and Native American monitor shall be contacted. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission shall be contacted pursuant to California Public Resources Code Section 5097.98. The descendents or his or her authorized representative, with the permission of the City of Corona, may inspect the site of the discovery of the Native American remains and may recommend to the City or Project Contractor actions for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. Native American descendents shall complete their inspection and make their recommendation within 48 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. If human remains are discovered, the City of Corona may be required to preserve, salvage, or relinquish the remains and associated items to the descendants for treatment, as well as recordation. The Project Contractor shall provide a reasonable period of time for salvage of discovered human remains.	Construction	Construction	City of Corona Community Development and Public Works Departments			
Paleontological Resources							
5.8-3a	A qualified paleontologist shall be retained to examine earthwork spoils generated during construction activities. If paleontological resources are discovered, the Project Contractor shall stop all work and the paleontologist shall	Construction	Construction	City of Corona Community Development and Public Works			

TABLE 13-1 FOOTHILL PARKWAY ENVIRONMENTAL IMPACT REPORT MITIGATION MONITORING AND REPORTING PROGRAM					Verification of Compliance		
	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Initials	Date	Remarks
	evaluate the significance of the finding and the appropriate course of action. Requirements may include, but not limited to, preservation, recordation, relocation, salvage, recovery, and/or collection of paleontological resources. The Project Contractor shall provide a reasonable period of time for salvage of discovered paleontological resources. Any measures applied shall include the preparation of a report meeting professional standards, which shall be submitted to the Riverside County Museum of Natural History.			Departments			
5.8-3b	A pre-construction meeting shall be conducted in which the Project paleontologist shall explain procedures necessary to protect and safely mitigate impacts to potentially significant fossil materials for study and curation.	Pre-Construction	Pre-Construction	City of Corona Community Development and Public Works Departments			
HYDROLOGY AND WATER QUALITY							
Water Quality -- Short-Term (Construction) Impacts							
5.9-1a	Prior to approval of the Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications stipulate that prior to the issuance of any grading permits, the Project Applicant shall be responsible for filing a Notice of Intent (NOI) and for filing the appropriate fees pursuant to the NPDES program. The Project Contractor shall incorporate stormwater pollution control measures into a SWPPP. A copy of the SWPPP shall be available and implemented at the construction site at all times. BMPs shall be implemented to the maximum extent possible by incorporating water pollution control practices in the following categories: soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management and materials pollution control. BMPs may include, but not limited to, sandbag barriers, sediment	Pre-Construction; Prior to the issuance of grading permits	Pre-Construction; Construction	City of Corona Public Works Department			

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	basins, debris removal wheel washes, biofiltration strips or swales, debris basins, hydro dynamic separators, and/or gross solid removal devices. Evidence that proper clearances have been obtained through the SWRCB, including coverage under the NPDES statewide General Stormwater Permit for Construction Activities, must be demonstrated.						
5.9-1b	Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications stipulate that prior to the issuance of grading permits, on-site drainage plans shall be in compliance with the NPDES guidelines. BMPs may include, but not be limited to, sandbag barriers, sediment basins, debris removal wheel washes, biolfiltration strips or swales, debris basins, hydro dynamic separators, and/or gross solid removal devices.	Pre-Construction; Prior to the issuance of grading permits	Pre-Construction	City of Corona Public Works Department			
5.9-1c	Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications illustrate that the proposed alignment complies with the DAMP guidelines and procedures. The proposed alignment is required to implement pollution prevention, treatment controls, and construction BMPs consistent with the requirements of DAMP. BMPs may include, but not limited to, biofiltration strips or swales, debris basins, hydro dynamic separators, and/or gross solid removal devices. During final design of the proposed alignment, the type, selection, and sizing of biofiltration strips or swales, and debris basins shall be specified and illustrated on Project plans and specifications.	Pre-Construction; Prior to the issuance of permits of the street improvement plans	Pre-Construction	City of Corona Public Works Department			
5.9-1d	In the event that previously unknown soil or groundwater contamination is encountered during Project construction, construction activities shall be suspended and appropriate	Construction	Construction	City of Corona Public Works Department			

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	health and safety procedures shall be implemented, including implementation of an appropriate remediation strategy that is approved by the City and Department of Toxic Substance Control. If concentrations of materials are detected above regulatory cleanup levels during demolition or construction activities, the following mitigation measure shall include: ❑ Excavation and disposal at a permitted off-site facility; ❑ On-site treatment; or ❑ Other measures as appropriate. Should contamination levels be in excess of acceptable Federal, State, and/or County of Riverside levels, a remedial action plan (subject to approval by the Department of Toxic Substance Control, Riverside County Department of Environmental Health, and responsible regulatory agencies) shall be implemented to reduce contaminants to acceptable levels. Additionally, refer to Mitigation Measure 5.3-1k in Section 5.3, PUBLIC HEALTH AND SAFETY.						
Water Quality -- Long-Term (Operational) Impacts							
5.9-2	The following BMPs shall be utilized for development of the proposed roadway alignment for the Foothill Parkway extension Project: ❑ Excavation within and outside the existing basin RCFC&WCD R/W to retain the original storage volume through extending the southern end of the basin approximately 150 feet; ❑ Construction of a new low-level outlet upgraded to be consistent with other debris basin outlet structures constructed by RCFC&WCD;	Construction	Construction	City of Corona Public Works Department			

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	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Verification of Compliance		
					Initials	Date	Remarks
	❑ Construction of an extension of the existing spillway, which would consist of a triple-box culvert; and ❑ New access ramps to the bottom of the roadway and perimeter access roadway.						
Groundwater							
5.9-3	No mitigation measures are required.						
Drainage Patterns -- Erosion/Siltation							
5.9-4	No mitigation measures are required.						
Drainage Patterns -- Flooding							
5.9-5	No mitigation measures are required.						
Drainage Patterns -- Drainage System Capacity							
5.9-6	During the PS&E Phase a design level Hydraulic Report shall be prepared and include an analysis of hydrologic conditions for the proposed alignment and recommend specific drainage improvement required to accommodate storage volumes and flood protection for existing and future runoff, such as culvert, detention basins, and debris basins. This report shall be subject to review and approval by the City Engineer.	Pre-Construction	Pre-Construction	City of Corona Public Works Department			
GEOLOGIC AND SEISMIC HAZARDS							
Soils							
5.10-1	Refer to Mitigation Measures 5.9-1a through 5.9-1c in Section 5.9, HYDROLOGY AND WATER QUALITY.	Pre-Construction; Construction	Pre-Construction; Construction	City of Corona Public Works Department			
Fault Rupture							
5.10-2	Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications illustrate the proposed alignment complies with Uniform Building Code and the most current engineering standards related to design and siting for seismic hazards.	Pre-Construction; Prior to the issuance of permits of the street improvement plans	Pre-Construction	City of Corona Public Works Department			

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	Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcing Agency	Initials	Date	Remarks
Seismic Ground Shaking							
5.10-3a	Prior to the issuance of a grading permit, a site-specific geotechnical report shall be prepared by a registered geologist or soils engineer and submitted to the City Engineer, or his designee, for approval. The geotechnical report shall provide construction recommendations to minimize impacts related to seismic ground shaking. All recommendations in the geotechnical report shall be implemented during site preparation, grading, and construction.	Pre-Construction; Prior to issuance of grading permit	Construction	City of Corona Public Works Department			
5.10-3b	Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications illustrate the proposed alignment complies with Uniform Building Code and the most current engineering standards related seismic ground shaking.	Pre-Construction; Prior to the issuance of permits of the street improvement plans	Pre-Construction	City of Corona Public Works Department			
Liquefaction							
5.10-4a	Prior to the issuance of a grading permit, a site-specific geotechnical report shall be prepared by a registered geologist or soils engineer and submitted to the City Engineer, or his designee, for approval. The geotechnical report shall provide construction recommendations to minimize impacts related to liquefaction. All recommendations in the geotechnical report shall be implemented during site preparation, grading, and construction.	Pre-Construction; Prior to issuance of grading permit	Construction	City of Corona Public Works Department			
5.10-4b	Prior to the approval of final Project plans and specifications, the City Engineer, or his designee, shall confirm that the plans and specifications illustrate the proposed alignment complies with Uniform Building Code and the most current engineering standards related design for development on liquefiable soils.	Pre-Construction; Prior to issuance of grading permit	Pre-Construction	City of Corona Public Works Department			
Landslides							
5.10-5	No mitigation measures are required.						

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Expansive Soils/Slope Stability							
5.10-6a	Cut slopes which expose loose sands and gravels shall be required to include over excavation and replacement with a drained stabilization fill.	Construction	Construction	City of Corona Public Works Department			
5.10-6b	Fill slopes shall be designed at a two to one ratio (or flatter), in a horizontal to vertical direction. Locally steeper fill slopes shall be considered but shall be constructed with geosynthetics to enhance the shear strength of fill materials. Higher compaction standards, which are typically 93 percent of the laboratory maximum dry density, should be implemented in deeper fills of greater than 40 feet to enhance engineering characteristics and reduce the amount of potential settlement. Subsurface drainage devices shall be installed below fills to intercept and direct water that may seep from the bedrock or be introduced from the surface.	Pre-Construction; Prior to the issuance of grading permits	Pre-Construction; Construction	City of Corona Public Works Department			
5.10-6c	Natural slopes that expose loose sands and gravels shall require and include over excavation and replacement with a drained stabilization fill/shear key.	Construction	Construction	City of Corona Public Works Department			
5.10-6d	To ensure stability of expansive soils, the following techniques shall be followed: proper design of foundations, slabs, streets and other improvements subject to the influence of soils; over excavation of the expansive soils and replacement with less expansive fill soils; utilizing selective grading techniques to place more highly expansive soils well below foundation elements; employment of presaturation techniques to lessen expansion potential; control of surface and subsurface drainages to prevent moisture variations; and combinations of these various techniques.	Construction	Construction	City of Corona Public Works Department			