

construction buffer, and installation of a sound barrier, impacts relating to ambient noise would be mitigated to less than significant.

**FINDING:** *Less Than Significant Impact After Mitigation*

- 12e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

The Riverside County Airport Land Use Compatibility Plan Policy Document establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The project area falls outside of the area of influence for the Corona Municipal Airport, which is approximately 4.7 miles from the project site. The project would not expose people residing or working in the project area to excessive noise levels.

**FINDING:** *No Impact Identified*

- 12f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

The proposed project is not located within the vicinity of a private airstrip that would expose people residing or working in the project area to excessive noise levels. The nearest airport is a public use airport located approximately 4.7 miles from the project site. The proposed project would not expose people to excessive noise levels emitted from a private airstrip.

**FINDING:** *No Impact Identified*

### 13. Population and Housing

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

- c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?
- 

**13a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

The project does not propose a land use change, or propose new housing or business development. The project consists of a drainage improvement to reduce erosion and improve water flows. Additionally, the proposed project does not propose new infrastructure, roads, rail, airports or any other type of infrastructure that would induce population growth. The proposed project is in place to fulfil an existing condition. No impacts are identified.

**FINDING: No Impact Is Identified**

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**13b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

The project would consist of drainage improvements to reduce erosion and increase the amount of water flow to reduce flooding in the SE Channel of the Corona Landfill. The project area encompasses approximately 8.7-acres, of which 2.5 acres are within the drainage area of the SE Channel. The remaining 6.2-acres are to accommodate temporary construction activities on both sides of the SE Channel. No housing units would be displaced as a result of the project, nor necessitate the construction of replacement housing elsewhere. No impact is identified.

**FINDING: No Impact Is Identified**

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**13c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?**

The proposed improvements to the landfill slopes and SE Channel would not result in any displacement of people or require replacement housing elsewhere.

**FINDING: No Impact Is Identified**

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## 14. Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable services ratios, response time or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Fire protection?

The proposed improvements to the landfill slopes and SE Channel would not have an effect upon, or result in, a need for new or altered fire protection services. The project would not impact acceptable service ratios, response times, or performance objectives.

**FINDING: No Impact Is Identified**

### Police protection?

The project will not impact police protection services. The project would not impact acceptable service ratios, response times, or performance objectives.

**FINDING: No Impact Is Identified**

### Schools?

The project is not a growth-inducing development; therefore, it will not generate additional students to the local school districts.

**FINDING:** *No Impact Is Identified*

**Parks?**

The project is not a growth-inducing development; therefore, it will not generate the need for new parks to satisfy the city's open space requirements.

**FINDING:** *No Impact Is Identified*

**Other public services/facilities?**

Although the project will generate some truck-haul traffic, the traffic level is not significant. In addition, the Corona Landfill site is located within an industrial area equipped with commensurate transportation infrastructure. Therefore, no adverse effects upon maintenance of public roads from the project are expected.

**FINDING:** *Less Than Significant Impact*

**15. Recreation**

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**15a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

The project will not induce population growth; therefore, it will not increase the demand for neighborhood or regional parks or other recreational facilities. Furthermore, neither the

project construction nor operation will impact any recreational facilities.

**FINDING:** *No Impact Is Identified*

**15b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

The project will not result in a need for recreational opportunities. Therefore, it will not affect existing recreational opportunities for the residents in the area.

**FINDING:** *No Impact Is Identified*

**16. Transportation and Traffic**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

uses (e.g., farm equipment)?

- e. Result in inadequate emergency access?
- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

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The following traffic and circulation analysis is based on the July 2015 Traffic Analysis report prepared by Kunzman Associates Inc. The report analyzed the construction activities for both alternatives to assess potential traffic and transportation impacts from the proposed SE Channel Improvement project<sup>14</sup>. The Traffic Impact Analysis is included as Appendix H. Traffic generated from the proposed project was analyzed for the following four (4) intersections:

- 1) Magnolia Avenue (EW) and I-15 Freeway SB (NS)
- 2) Magnolia Avenue (EW) and I-15 Freeway NB (NS)
- 3) Magnolia Avenue (EW) and El Camino Avenue (NS)
- 4) Magnolia Avenue (EW) and Sherborn Street (NS)

**16a/b Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system; or conflict with an applicable congestion management program?**

Existing weekday morning and evening peak hour traffic counts were collected for the project. The weekday peak hour traffic volumes reflect typical weekday operations during current conditions. Level of Service (LOS) standards are used to indicate the quality of traffic flow on street or highway systems and the capacity of a roadway. LOS ranges from LOS "A" (free flow, little congestion) to LOS "F" (forced flow, extreme congestion). Study area intersections currently operate at acceptable Levels of Service during the peak hours for existing traffic conditions.

The Corona Landfill is located south of the junction of Magnolia Avenue and Sherborn Street, immediately adjacent to I-15. The landfill site is accessed from I-15, eastbound via Magnolia Avenue at the intersection of Magnolia Avenue and Downs Way where the landfill entrance gate is located. Magnolia Avenue is an east-west 6-lane divided roadway classified as a Major Arterial and Truck Route on the City of Corona General Plan Circulation Element, and an Urban Arterial on the County of Riverside General Plan. It currently carries approximately 19,400 to 46,600 vehicles per day in the study area. Sherborn Street is a north-south two-lane undivided roadway and is unclassified on the City of Corona General

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<sup>14</sup> The numbering of Project activities/phases discussed in this section does not correspond to the listing of Work Items described in the conceptual work plan shown in Chapter 2, Project Description. The activities/phases assessed represent an itemized accounting of all Project activities. A list of the assessed activities/phases is located in the Appendix H, Traffic Impacts Analysis.

Plan Circulation Element. It currently carries approximately 2,700 vehicles per day in the study area.

### Multimodal

The regional transit operator, Riverside Transit Authority has 4 lines that serve the City of Corona, however, none of the lines service the project intersections mentioned above. The City of Corona's shuttle bus service, the 'Corona Cruiser-Blue Line,' services Magnolia Avenue and traverses the intersections mentioned above, carrying passengers north-south along Main St. before turning east bound along Magnolia Ave. to the terminal at the corner of Promenade Ave. and McKinley St.

According to the City of Corona Bicycle Master Plan, the city presently has few bikeways and nothing that could be called a bikeway network.

Pedestrian circulation is very minimal and is limited to a small number of people walking intermittently from their point of origin to their destination. The project area intersections are not prominent pedestrian circulation nodes.

The multimodal circulation system would not be adversely impacted by the proposed project.

### Traffic Analysis

The proposed project would only consist of a demolition and construction component, and would not have an operational component. The construction phase of the proposed SE Channel project will involve construction workers traveling to and from the site and deliveries of equipment and export of refuse to local landfills and import of borrow material. However, the increase in worker trips would not last for longer than the duration of the construction period and, as such, would only result in a temporary increase in traffic.

Activity 6, (subgrade construction and dirt hauling) for Alternative 1, represents the worst case scenario, which has the highest daily trip generation for both worker vehicles and dump truck deliver/export trips. Under this worst case scenario the proposed project is projected to generate a maximum total of approximately 142 daily vehicle Passenger Car Equivalent trips of which 32 Passenger Car Equivalents will occur during the morning peak hour and 18 Passenger Car Equivalents of which occur during the evening peak hour as shown in Table T-1.

Activity 3 (vegetation removal, grouted riprap demolition and hauling of borrow material) represents the worst case scenario for Alternative 2. This activity would consist of the highest amount of worker trips and dump truck haul trips. The proposed development is projected to generate a maximum total of approximately 110 daily vehicle Passenger Car Equivalent trips of which 26 Passenger Car Equivalents will occur during the morning peak hour and 16 Passenger Car Equivalents of which occur during the evening peak hour as shown in Table T-2.



**Table T-1  
Alternative 1 Peak Hour Worst Case Scenario Phase/Activity**

Land Use	Trips	PCE Factor	Units	Peak Hours						Daily
				Morning			Evening			
				Inbound	Outbound	Total	Inbound	Outbound	Total	
Phase/Activity 6	30	1	PCE	10	0	10	0	10	10	30
	56	2	PCE	11	11	22	4	4	8	112
	0	3	PCE	0	0	0	0	0	0	0
<b>Total</b>	<b>86</b>			<b>21</b>	<b>11</b>	<b>32</b>	<b>4</b>	<b>14</b>	<b>18</b>	<b>142</b>

Source: Focused Traffic Analysis, Kunzman Associates Inc.

**Table T-2  
Alternative 2 Peak Hour Worst Case Scenario Phase/Activity**

Land Use	Trips	PCE Factor	Units	Peak Hours						Daily
				Morning			Evening			
				Inbound	Outbound	Total	Inbound	Outbound	Total	
Phase/Activity 3	30	1	PCE	10	0	10	0	10	10	30
	40	2	PCE	8	8	16	3	3	6	80
	0	3	PCE	0	0	0	0	0	0	0
<b>Total</b>	<b>70</b>			<b>18</b>	<b>8</b>	<b>26</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>110</b>

Source: Focused Traffic Analysis, Kunzman Associates Inc.

Intersection Analysis Methodology

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Highway Capacity Manual (HCM) analysis methodology is utilized to determine the operating LOS of the study intersections as shown in Table T-3.

**Table T-3  
LOS Thresholds**

Level of Service	Volume to Capacity Ratio
A	0.000 - .60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81-0.90
E	0.91 - 1.00
F	>1.01

Source: Focused Traffic Analysis, Kunzman Associates Inc.



It is the policy of Riverside County to maintain a countywide target LOS "C" along all County maintained roads and conventional state highways, with the exception of LOS "D" that may be allowed at any combination of Major Arterials, Expressways, or conventional State Highways as specified in the County of Riverside Congestion Management Plan, 2011. When a project causes the existing traffic to exceed the level of service designated for that roadway, it is not consistent the policies and goals of the congestion management program and therefore would be considered a significant impact.

Consistent with County of Riverside guidelines, an impact is considered significant if the proposed project causes an intersection to drop below the target Levels of Service as described above. The project would contribute less than one (1) percent of the existing average daily trips (as shown in Table T-4) and the duration for the maximum traffic impacts associated with the project under this worst case scenario would only be for five (5) days. Currently (at the time the focused traffic analysis was conducted) roadway intersections operate at LOS A, except for the Magnolia Avenue (West of I-15 Fwy to I-15 Fwy), which operates at LOS D. The traffic generated from the SE Channel project would maintain the existing level of service for all intersections, as shown in Table T-4; therefore, the project would not have a significant impact on the performance of the circulation system, as assessed using LOS.

**Table T-4  
Existing Roadway Capacity plus Project Generated Traffic**

Roadway	Capacity	ADT	Existing Condition V/C	Current Level of Service	Total ADT from Alternative 1, Phase 6	Existing plus project generated traffic V/C	Exceeded LOS Threshold with project ADT?
Magnolia Avenue (West of 1-15 Fwy to 1-15 Fwy)	53,900	46,600	0.86	D	142	0.86	No Impact
Magnolia Avenue 1- (15 Fwy to El Camino Ave)	53,900	32,200	0.60	A	142	0.60	No Impact
Magnolia Avenue El (Camino Avenue to Sherborn Street)	53,900	22,000	0.41	A	142	0.41	No Impact
Magnolia Avenue (Sherborn St. to East of Sherborn)	53,900	19,400	0.35	A	142	0.36	No Impact

Source: Focused Traffic Analysis, Kunzman Associates Inc.

**Left Turn Lane Analysis**

Kunzman Associates Inc., as part of the focused traffic analyses, also conducted a left turn lane analysis to assess the need for an increase in the left lane storage length at Magnolia Ave. In general, a left lane is needed for conditions with more than 100 turning vehicles per hour, and dual left turn lanes are recommended if the left turn volume exceeds 300 vehicles per hour during peak hours. Eastbound and westbound left hand turn storage lengths on Magnolia Avenue were analyzed by Kunzman Associates Inc., to verify the storage capacity. The analysis found that the left turn storage lanes at westbound I-15 Freeway SB

Ramps/Magnolia Avenue and westbound El Camino Avenue/Magnolia Avenue, as well as left turn storage at westbound El Camino Avenue/Magnolia Avenue intersection (the project would not add left turns westbound El Camino Avenue/Magnolia Avenue) currently appear to provide, without the project, inadequate storage for turning vehicles during peak hours for existing traffic conditions.

In general, in order to improve circulation, left turn storage capacity is needed at both intersections, westbound I-15 Freeway SB Ramps/Magnolia Avenue and westbound El Camino Avenue/Magnolia Avenue, which currently provide inadequate storage capacity for turning vehicles during peak hours. The proposed project, however, does *not* contribute left turn traffic to the I-15 Freeway SB Ramps and Magnolia Avenue intersection during the morning peak hours. However, it would contribute three (3) vehicles during the evening peak hour, which is less than one percent of the turning vehicles and is statistically insignificant for a short-term maintenance/upgrade project. Furthermore, the project does *not* contribute left turn traffic to the El Camino Avenue and Magnolia Avenue intersection. Therefore, improvements to left turn lanes within the project study are not warranted based on the insignificant and short-lived- 5 days vehicle trips generated, based on the worst case scenario, from the Project.

#### Conclusion

As mentioned above, the traffic generated from the SE Channel project would not change the current traffic LOS conditions, as shown in Table T-4, and improvements to left turn lanes within the project study are not warranted. In addition, the total project duration for either option is approximately 50 days. Therefore, impacts associated with the performance of the circulation system will be less than significant.

***FINDING: Less Than Significant Impact***

#### **16c. Alter waterborne, rail or air traffic?**

The project area is not located in an Airport Master Plan and will not require review by the Airport Land Use Commission. The project involves improvements to a closed landfill and small storm water drainage channel. There will be no impacts to air or waterborne traffic. An AT & SF Railroad track runs adjacent to and along the entire length of the northeastern border of the landfill site and passes over the outlet of the SE Channel on a truss bridge. The railroad track and the truss bridge are outside of the project's construction footprint; therefore, these rail facilities will not be impacted. However, completion of the Project will improve drainage within the site, thereby lending protection to the truss bridge and railroad tracks from flooding events.

The subgrade dirt import traffic will cross the railroad track at Sherborn Street to access the drainage site. That is an active level crossing and equipped with 2 boom gates and flashing signals. Therefore, the grade crossing at Sherborn Street by the project's hauling trucks is safe. Haul trucks shall comply with standard procedures for loading, unloading, and hauling material. Loads will be properly covered and secured, in accordance with all applicable motor vehicle codes.

**FINDING:      *Less Than Significant Impact***

**16d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

The project is a drainage improvement operation at a closed landfill site and will not involve design features that would result in hazards to vehicular traffic on roadways. For construction on the south side of the channel, a few pieces (no more than 4) of off-road equipment may need to be transported by truck to the vacant parcels through the residential neighborhood south of the landfill property. Occasionally, it may be necessary to haul materials to or out of the south side of the channel thru the same residential neighborhood. This will generate some truck traffic on residential streets, particularly on Bel Air Street, which provides vehicular access to the three County-owned vacant parcels on the south side of the channel (APN's 107-201-008, 107-201-009, and 107-201-010). The contractor shall implement the following mitigation measures to ensure project traffic safety in residential neighborhood.

**MITIGATION MEASURES:**

- T-1      Equipment and material transport traffic shall be limited to 15 mph on residential streets en route to and from the south side of the project channel. (ALT 1/ALT 2)
- T-2      Appropriate truck traffic signs shall be posted by the contractor along the truck route within the residential neighborhood to alert pedestrians and bicyclists of temporary heavy truck traffic thru their neighborhood. (ALT 1/ALT 2)
- T-3      Where necessary, flagmen shall be provided by the contractor at critical locations to direct/separate residential and truck traffic to ensure safety. (ALT 1/ALT 2)
- T-4      At the end of the work day, the contractor shall inspect the residential haul route for debris or litters fall-out from the hauling trucks. All dropped debris and litters shall be picked up and removed from the neighborhood. (ALT 1/ALT 2)
- T-5      When warranted, the contractor shall clean up the dirt track-out created by the project's vehicles on Bel Air Street at the end of the work day. (ALT 1/ALT 2)

As stated in the analysis section, the project will not involve design features that would result in hazards to vehicular traffic on roadways. However, the project may need to utilize Bel Air Street as an access point to the County-owned parcels. The use of Bel Air Street will be limited in duration, approximately 1 to 2 days, and will only occur during construction of the south floodplain. As described in mitigation measures T-1 through T-5, traffic will be limited to 15 mph, appropriate truck traffic signs will be provided, and when necessary, flagmen will be provided as well as inspection of Bel Air Street for signs of track-out debris or litter fallout. These mitigation measures will reduce the hazards due to dangerous intersections or incompatible uses to less than significant.

**FINDING:      *Less Than Significant Impact After Mitigation***

**16e. Result in inadequate emergency access?**

The project site will have three gated access points: Landfill entrance at Downs Way; vacant parcels entrance at Bel Air Street; and southeast entrance from Sherborn Street. Therefore, there will be adequate emergency access or access to nearby uses.

**FINDING:** *No Impact Is Identified*

**16f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

There are no designated bike lanes or pedestrian trails located in the vicinity of the landfill. Alternative transportation policy does not apply to the project. No impacts are identified and no mitigation will be required.

**FINDING:** *No Impact Is Identified*

**17. Utilities and Service Systems**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Comply with federal, state, and local statutes and regulations related to solid waste?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**17a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

The proposed project would repair the north slope of the Corona SE channel, and would extend the north and south floodplains at the west end of the channel. Furthermore, the Corona SE channel improvement project is not a development project, with land uses that would necessitate wastewater treatment services. Therefore, it wouldn't exceed applicable Regional Water Quality Control Board wastewater treatment requirements.

**FINDING: No Impact Is Identified**

**17b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

The proposed project is a construction project that would repair the north slope of the Corona SE channel and extend the north and south floodplains at the west end of the channel. The project would not necessitate wastewater treatment services, and therefore would not require or result in the construction of new water or waste water treatment facilities. No impact would occur as a result of the proposed project.

**FINDING: No Impact Is Identified**

**17c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

The project itself is a repair and improvement action to minimize erosional impacts to an existing storm water drainage channel and will not result in a need for new storm water drainage facilities.

**FINDING: No Impact Is Identified**

**17d. Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?**

Water for project construction will be obtained from a hydrant adjacent to the project site. The RCDWR will coordinate with the City of Corona for use of the hydrant, and obtain a temporary construction meter. At no time shall the use of the hydrant interfere with emergency access/use of the hydrant. Water will be pumped into a water tower, located on the project site. A 3,500 gallon water truck will be utilized during construction, and it is estimated that at most, up to three truckloads of water will be used daily for dust suppression and moisture conditioning for engineered fill. Since there is no operational phase (construction only), there is no need for an on-going water source related to the project. Water needs for the project are negligible and based on the project size and limited construction period, sufficient water supplies are available for construction purposes. No new water entitlements, or expansion of entitlements are required.

**FINDING: No Impact Is Identified**

**17e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

The project does not require waste water treatment and would not increase the demand for wastewater treatment services. No impacts are identified.

**FINDING: No Impact Is Identified**

**17f/g Be served by a landfill system with sufficient permitted capacity to accommodate the project's solid waste disposal needs; Comply with federal, state, and local statutes and regulations related to solid waste?**

The project is part of the post-closure maintenance program for the Corona Landfill, providing long-term protection of the SE Channel. Development of the proposed project would generate solid waste during the construction phase, for which it would be serviced by multiple landfills including Badlands, Lamb Canyon, and the El Sobrante landfills, which are not expected to reach capacity until 2024, 2021, and 2045 respectively. During construction, the proposed project will not generate significant amounts of solid waste as to exceed local landfill capacity. Therefore, the project will not result in a need for new solid waste systems, or substantial alterations to existing solid waste disposal system. Furthermore, the project itself is a direct result of compliance with state and local statutes and regulations regarding solid waste.

**FINDING: No Impact Is Identified**

## 18. Mandatory Findings of Significance

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

**18a Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

As indicated in the preceding analysis, through project design, adherence to standard regulatory practices and compliance with proposed mitigation measures as listed throughout this document, no significant impacts are expected to occur. As such, implementation of the Project would not degrade the quality of the environment, reduce the habitat of fish or wildlife species or cause their population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major



periods of California history or prehistory. Therefore, the impact is considered less than significant.

**FINDING:** *Less Than Significant Impact*

- 18b Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulative considerable” means that the incremental effects of a project are considerable when viewed in connection with effects of past projects, the effects of other current projects, and the effects of probable future projects)**

Due to the project’s size and temporal nature (no on-going/operational impacts), there are no impacts that are cumulatively considerable as it relates to past, current, or probable future projects.

**FINDING:** *Less Than Significant Impact*

- 18c Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

The project involves the repair and improvement of the Corona Landfill and the SE Channel, which left unchecked, may result in impacts to downstream resources that could have a negative effect on habitat and people. Therefore, the project mitigates the potential for substantial adverse effect to both humans and natural habitat. As assessed in this EA, no substantial adverse environmental effects on human beings, directly or indirectly, are anticipated to occur as a result of this project.

**FINDING:** *Less Than Significant Impact*

# Summary of Mitigation Measures

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The following environmental factors are determined to have *A Less than Significant Impact After Mitigation*: Biological Resources, Cultural Resources, Hazards & Hazardous Materials, Hydrology and Water Quality, Noise, and Traffic and Transportation.

## Biological Resources

- BIO-1 A qualified biologist shall be retained to monitor construction activities and to make recommendations on how to minimize biological impacts prior to and during construction or disturbance activities. (ALT 1/ ALT 2)
- BIO-2 In order to avoid impacts to Least Bell's Vireo, construction activity or any activities that could potentially impact LBV should not be carried out during the LBV nesting season (~~April~~ March 15 through July 31). If construction or other activities must occur during the LBV nesting season, preconstruction surveys shall be carried out. ~~If the site is determined to be presently occupied by LBV, appropriate avoidance measures shall be adopted to avoid any potential impacts.~~ (ALT 1/ALT 2)
- BIO-3 If LBV are detected within or in close proximity to the worksite, all work that could potentially impact the LBV will be stopped until the biologist determines that the LBV has left the site. ~~If needed, relocation of LBV shall only occur after consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW), following all USFWS and CDFW relocation protocols.~~ (ALT 1/ALT 2)
- BIO-4 Within 30 days prior to construction or disturbance activities, a burrowing owl clearance survey shall be constructed within suitable areas in the construction areas, including a 150 meter buffer area. (ALT 1/ALT 2)
- BIO-5 If any burrowing owls or occupied burrows are found during the burrowing owl preconstruction survey, no disturbance will occur within 50 meters of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 meters during the breeding season of February 1 through August 31. If construction or ground disturbance must occur within the specified no disturbance areas a qualified biologist may relocate affected burrowing owls only during the non-breeding season and after approval from the California Department of Fish and Wildlife. (ALT 1/ALT 2)
- BIO-6 In order to avoid impacts to nesting birds protected by the Migratory Bird Treaty Act (MBTA) and State Fish and Wildlife Codes, removal of vegetation or any other potential nesting bird habitat should be conducted outside of the avian nesting season (February 1<sup>st</sup> through August 31<sup>st</sup>) if practical. If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted by a qualified biologist. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. (ALT 1/ALT 2)
- BIO-7 All LBV and riverine/riparian habitat that will remain undisturbed during and after implementation of the proposed project shall be enhanced by treating and monitoring

for target non-native invasive species. A Habitat Mitigation and Monitoring Plan shall be prepared during the permitting process. (ALT 1)

- BIO-8 To offset the permanent loss of potential LBV habitat, approximately 1.64 acres of riverine/riparian habitat will be created at the Pedley Landfill restoration site. Success of the restoration site will be ensured through an Invasive Species Management and Monitoring Plan that shall be produced during the resource agency permitting process. (ALT1/ALT2)
- BIO-9 For Alternative 2, if selected, in addition to the off-site creation of the 1.64 acres of riverine/riparian habitat created at the Pedley Landfill restoration site, RCDWR shall contribute to an approved in-lieu fee payment or mitigation banking program, at a minimum of a 1:1 ratio, with the exact ratio negotiated with the resource agencies during the 1602 Streambed Alteration Agreement and Clean Water Act sections 401/404 permitting process. (ALT2)
- BIO-10 The Riverside County Department of Waste Resources shall comply with the terms and mitigation measures described in the approved DBESP written by the Riverside County Planning Department Environmental Programs Division on October 1, 2014 and approved by the USFWS and the CDFW. (ALT 1)
- BIO-11 Prior to initiation of construction activities within MSHCP riverine/riparian areas, the Riverside County Department of Waste Resources shall submit a new DBESP to USFWS and the CDFW for review and approval. Construction activities shall not occur within MSHCP riverine/riparian areas until the DBESP is approved. (ALT 2)
- BIO-12 Prior to project construction, a Streambed Alteration Agreement (SAA) shall be reached between the California Department of Fish and Wildlife (CDFW) and the Riverside County Department of Waste Resources (RCDWR) regarding mitigation for direct loss of 0.10 or 0.57 acre of jurisdictional streambed and 0.72 acre or 1.99 acres of CDFW wetlands from the project under the ACB or Concrete Channel scenario, respectively. The SAA will require a mitigation program that may include on-site enhancement, and/or off-site in-kind replacement acreage, in-lieu fee payment or mitigation banking, based on an appropriate ratio negotiated with the CDFW. (ALT1/ALT2)
- BIO-13 Prior to project construction, a Clean Water Act Section 404 Permit shall be obtained from the US Army Corps of Engineers (USACE) and the RCDWR regarding mitigation for direct loss of 0.05 or 0.39 acre of Waters of the US and 0.28 or 0.72 acre of jurisdictional wetlands from the project under the ACB or Concrete Channel scenario, respectively. The 404 Permit will require a mitigation program that may include on-site enhancement, and/or off-site in-kind replacement acreage, in-lieu fee payment or mitigation banking, based on an appropriate ratio negotiated with the USACE. (ALT1/ALT2)
- BIO-14 Prior to project construction, a Clean Water Act Section 401 Certification shall be obtained from the Santa Ana Regional Water Quality Control Board (SARWQCB) and the RCDWR regarding mitigation for direct loss of 0.05 or 0.39 acre of Waters of the US and 0.28 or 0.72 acre of jurisdictional wetlands from the project under the ACB or Concrete Channel scenario, respectively. The 401 Certification may require a mitigation program that may include on-site enhancement, and/or off-site in-kind replacement acreage, in-

lieu fee payment or mitigation banking, based on an appropriate ratio negotiated with the SARWQCB. (ALT1/ALT2)

### **Cultural Resources**

- CR-1 If subsurface cultural resources are encountered during any excavation, or if evidence of an archaeological site or other suspected historic resources are encountered, all ground disturbing activity will cease within 100 feet of the resource. A qualified archaeologist will be retained by the operator to assess the find, and to determine whether the resource requires further study. Additionally, any potentially significant cultural resource(s), discovered on site shall require notification to the three (3) requesting Tribes under AB 52. Potentially significant cultural resources could consist of, but are not limited to, stone, bone, fossils, wood or shell artifacts or features, including structural remains, historic dumpsites, hearths and middens. Midden features are characterized by darkened soil, and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated by a qualified archaeologist retained by the County for significance under all applicable regulatory criteria. (ALT 1/ALT 2)
- CR-2 No further grading will occur in the area of the discovery until the County, along with the applicable Tribe(s), approves measures to protect the resources. Any archaeological artifacts recovered as a result of mitigation will either be donated to a qualified scientific institution approved by the County where they would be afforded long-term preservation to allow future scientific study or if the resource is determined to be a tribal cultural resource, then the final disposition of the resource shall require approval of applicable Tribe(s). (ALT 1/ALT 2)
- CR-3 In the event of an accidental discovery or recognition of any human remains, PRC Section 5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:
1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98, or
  2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with

the recommendations of the most likely descendant or on the property in a location not subject to further subsurface disturbance:

- The NAHC is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the commission; The descendant identified fails to make a recommendation; or the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner. (ALT 1/ALT 2)

### **Hazards and Hazardous Materials**

HAZ-1 If exposed trash is encountered during grading of the channel's northern slope, RCDWR staff, trained in recognizing hazardous waste, will investigate for potential presence of hazardous elements in the trash. Clearance of hazardous elements in the trash by RCDWR staff trained in recognizing hazardous waste, is required for proper re-burial of the trash on-site or disposal of the trash at the El Sobrante Landfill. (ALT 1/ALT 2)

HAZ-2 If potential hazardous materials are identified but no acutely hazardous materials are present in the exposed trash, the location will be handled as an "uncontrolled hazardous waste site" and subject to the regulation and applicable requirements of CCR Title 8, Section 5192(q). Specifically, the Environmental Compliance Manager (ECM) and the hazardous waste inspection team of the RCDWR shall implement the department's Emergency Action Plan's hazardous waste emergency response procedures to clear all hazardous materials and then decontaminate the site, when warranted. The excavated hazardous materials will be temporarily stored on a protected surface in the Project Area, and either the Department's licensed hazardous material transport vehicles or a licensed hazardous waste hauler will be retained to evacuate the materials within 24 hours of excavation to a permitted facility for storage, processing or disposal. A final clearance from the ECM is required before the slope grading and subgrade construction work can resume. (ALT 1/ALT 2)

HAZ-3 In the unlikely event that acutely hazardous materials are identified in the exposed trash, the Hazardous Materials Response Team of the County Environmental Health Department will be immediately notified. The slope grading and subgrade construction will not resume until a final clearance from the Environmental Health Department is issued. (ALT 1/ALT 2)

### **Noise**

N-1 Although not required as a public project, the project construction manager, in accordance with Ordinance No. 847, shall limit construction activities to between the hours of 6:00AM and 6:00PM, during the months of June through September; and between the hours of 7:00AM to 6:00PM during the months of October through May. (ALT 1/ALT 2)

N-2 All equipment, fixed or mobile, used on site during project activities shall be equipped with properly operating and maintained mufflers to the satisfaction of the Riverside

County Health Services Agency, Occupational Health and Safety Department and RCDWR.  
(ALT 1/ALT 2)

- N-3 The project shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction. (ALT 1/ALT 2)
- N-4 Equipment operators and other facility personnel subject to excessive noise levels will be provided with hearing protection (i.e., ear plugs, etc.). Equipment operators are required to wear ear protection in open cabs. (ALT 1/ALT 2)
- N-5 During project construction, the use of heavy equipment adjacent to parcels 107-201-021, 107-201-022 and 107-201-203 shall not occur on Saturday or Sunday. (ALT 1/ALT 2)
- N-6 Contractor shall comply with RCDWR's Idling Policy, which states that no diesel on-road vehicle, equipment, or engine that is used for any Department operation in an off-road capacity may idle for more than five (5) consecutive minutes. (ALT 1/ALT 2)
- N-7 Delivery of equipment and materials to the project site shall occur between the hours of 7:30AM to 4:30PM. (ALT 1/ALT 2)
- N-8 For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign shall be posted at the project site with the contact phone number. (ALT 1/ALT 2)
- N-9 Construction contractor shall delineate and maintain a 30 foot buffer between construction activities and the residences adjacent to SE channel alignment. (ALT 1/ALT 2)
- N-10 Construction contractor shall construct/install a temporary sound barrier along the southern property line where it meets parcels 107-201-007 and 107-201-011 and where feasible, along any other residential properties directly adjacent to the landfill property where there is currently no solid barrier. (ALT 1/ALT 2)

### **Traffic and Transportation**

- T-1 Equipment and material transport traffic shall be limited to 15 mph on residential streets en route to and from the south side of the project channel. (ALT 1/ALT 2)
- T-2 Appropriate truck traffic signs shall be posted by the contractor along the truck route within the residential neighborhood to alert pedestrians and bicyclists of temporary heavy truck traffic thru their neighborhood. (ALT 1/ALT 2)
- T-3 Where necessary, flagmen shall be provided by the contractor at critical locations to direct/separate residential and truck traffic to ensure safety. (ALT 1/ALT 2)
- T-4 At the end of the work day, the contractor shall inspect the residential haul route for debris or litters fall-out from the hauling trucks. All dropped debris and litters shall be

picked up and removed from the neighborhood. (ALT 1/ALT 2)

T-5 When warranted, the contractor shall clean up the dirt track-out created by the project's vehicles on Bel Air Street at the end of the work day. (ALT 1/ALT 2)



## Chapter 4

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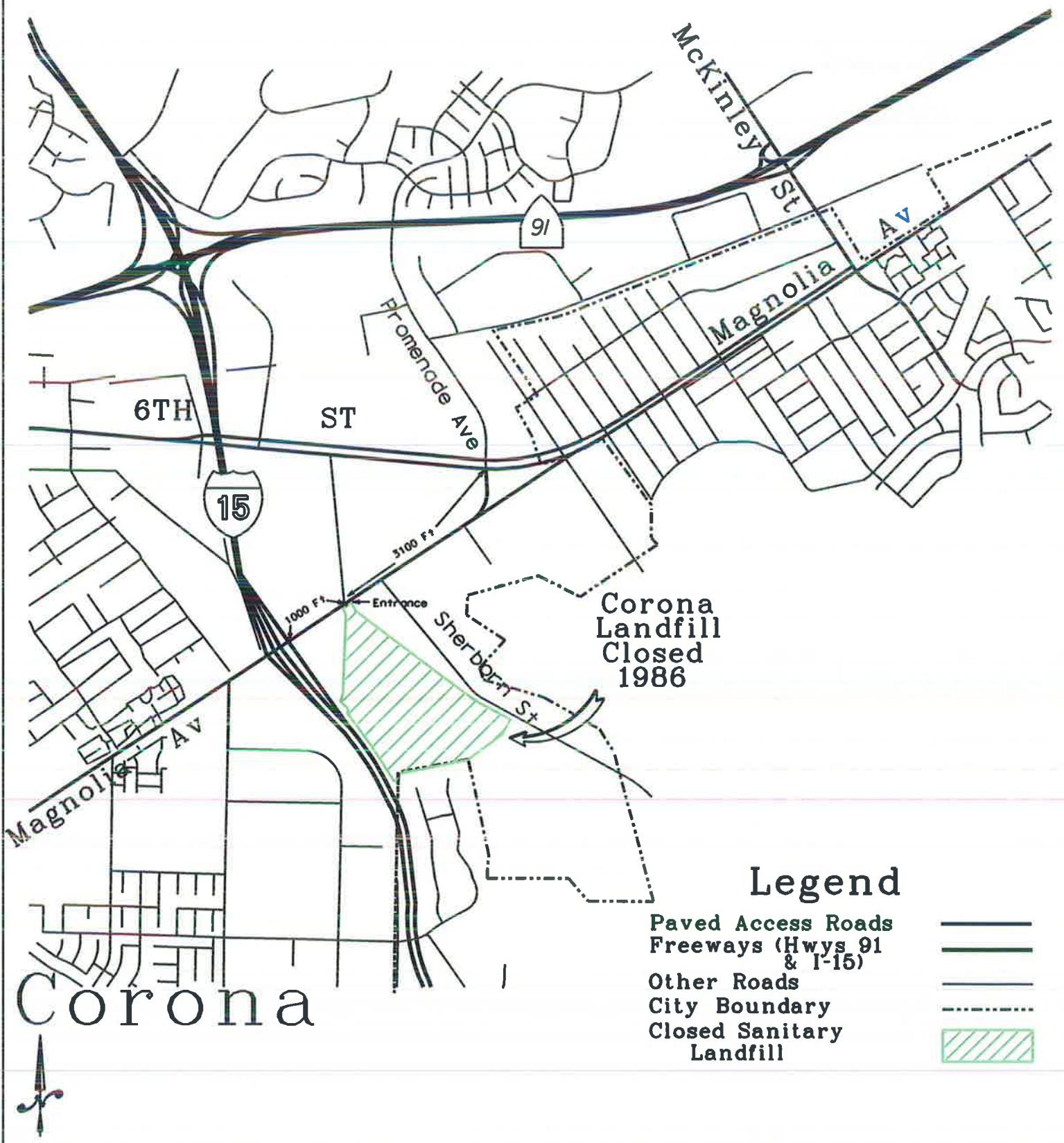
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## Chapter 5

# Figures

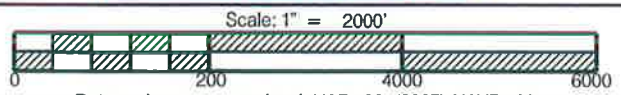
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### Legend

- Paved Access Roads
- Freeways (Hwys 91 & I-15)
- Other Roads
- City Boundary
- Closed Sanitary Landfill

Corona



Datum is mean sea level, NAD 83 (2007) NAVD 88

Corona Sanitary Landfill  
SE Channel Improvement Project

### Vicinity Map

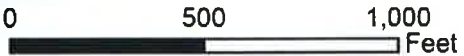
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**Legend**

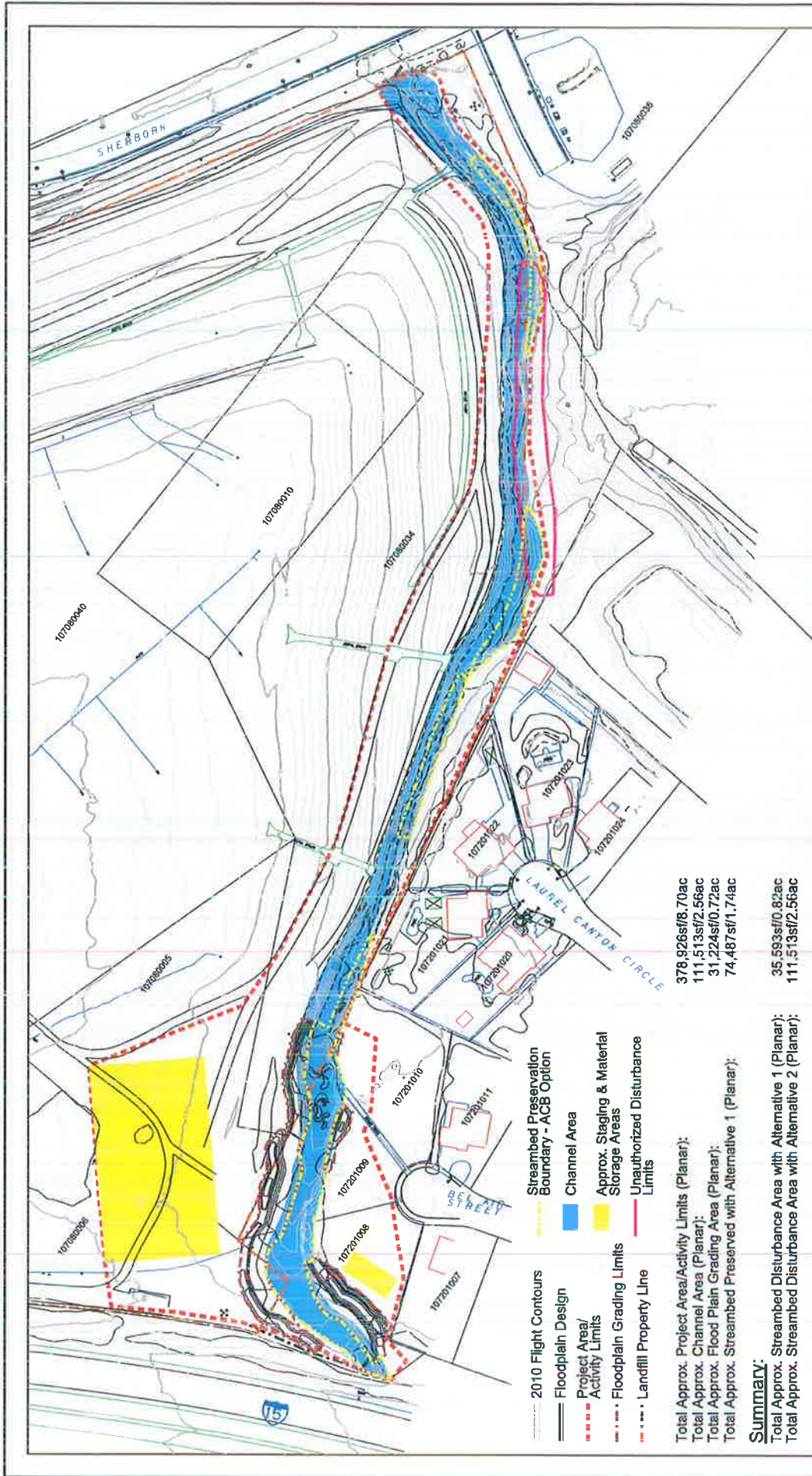
- Project Area/Activity Limits
- Corona Landfill Property Line



Corona Sanitary Landfill  
SE Channel Improvement Project  
**Project Location Map**

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NO.	REVISED	BY	APPROVED	DATE	DESIGNED BY:	SKL
					DESIGN BY:	SILJAN
					CHECKED BY:	SUMOUR
					DATE:	March 2016
					DATE OF PLOT:	October 2010
					CONVEY INTERVAL:	Z

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DATE: March 2016

FILE: Project.LimitsForBiological-2016 CheckSign

NO. 107100000

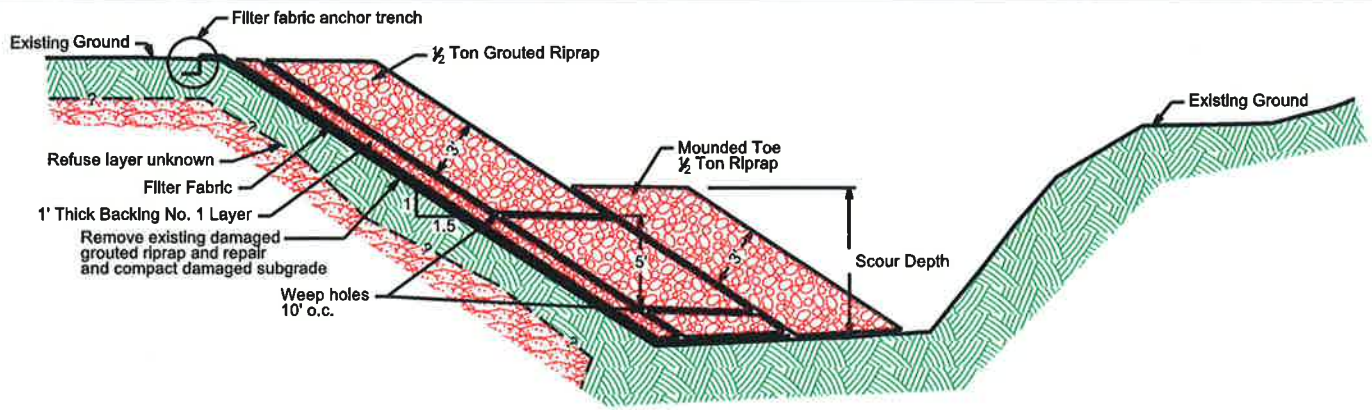
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Freeboard

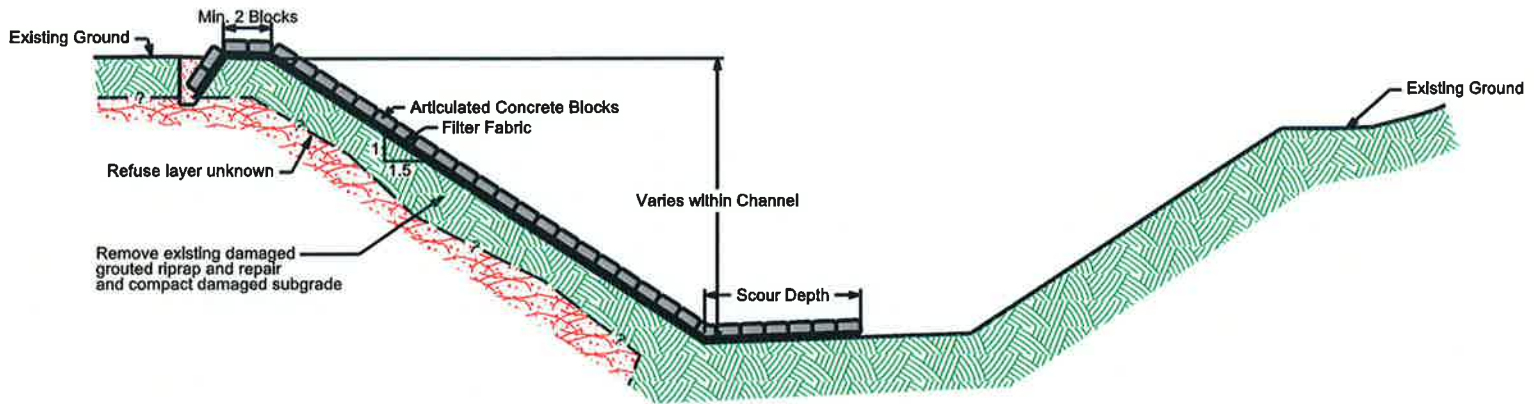


Corona Sanitary Landfill  
SE Channel Improvement Project  
**Site Plan**

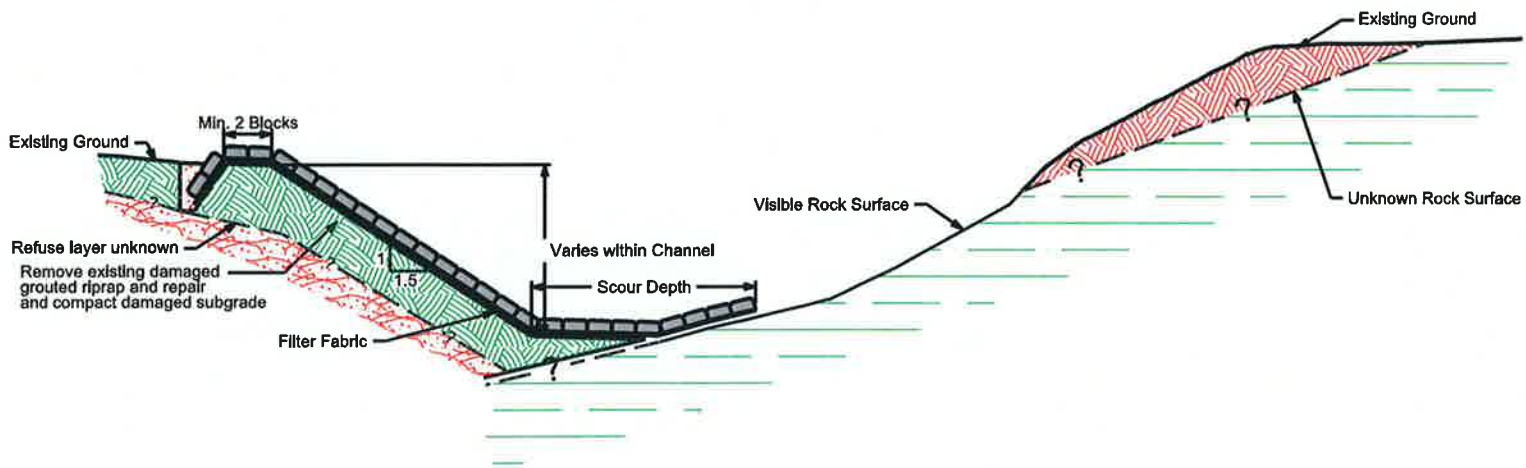
Figure 3



**Typical Section - Grouted Riprap with Mounded Toe**



**Typical Section - Articulated Concrete Block Revetment**



**Typical Section - Articulated Concrete Blocks Revetment on Rock**



Hans Kernkamp, General Manager and Chief Engineer

Corona Sanitary Landfill  
SE Channel Improvement Project  
**Grouted Riprap and ACB Design  
Cross-Sections**

Figure 4

File Directory: \sites\Corona\13cr\Projects\SE DrainageChannel\Analysis\Figures	Date: May 2013
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***MMP for EA Corona No. 2015-02***

**Corona Landfill Southeast Drainage Channel  
Improvement Project  
Mitigation Monitoring Program**

**(Environmental Assessment No. 2015-02)**



Riverside County Department of Waste Resources  
14310 Frederick Street  
Moreno Valley, CA 92553

April 2016

## BACKGROUND

This Mitigation Monitoring Program (MMP) has been prepared to comply with Section 21081.6 of the California Environmental Quality Act (CEQA). Section 21081.6 requires that public agencies adopt a monitoring program for measures that are required to mitigate or avoid significant effects to the environment from the project.

The MMP serves three functions:

1. Assures completion of mitigation measures during project implementation.
2. Provides feedback to designated agencies and decision makers regarding the effectiveness of the mitigation measures.
3. Identifies the need for enforcement action before irreversible environmental damage occurs.

In the event it is determined that a mitigation measure is not effective or feasible, the MMP can be amended on an as-needed basis to incorporate additional or revised measures that the decision makers or agencies adopt.

## FORMAT OF PROGRAM

The MMP includes the following information:

**Mitigation Measure:** Identifies project-specific mitigation measures described in Environmental Assessment (EA) 2015-02.

Mitigation measures are grouped under the environmental impact areas, which are represented by the following "Impact Codes":

BIO	=	Biological Resources
CR	=	Cultural Resources
HAZ	=	Hazards & Hazardous Materials
N	=	Noise
T	=	Traffic and Transportation

**Monitoring Timeframe:** Indicates the timeframe in which the mitigation measure should be performed or completed.

**Enforcement Authorities:** Designates the agency/agencies responsible for overseeing and/or monitoring the implementation of the mitigation measure(s) included in the MMP. In the case of this project, monitoring responsibilities are shared among various tribal, local, state, and federal agencies. As the owner and operator, the RCDWR is responsible for implementing all the identified mitigation measures in this MMP.

The following abbreviations and acronyms are used in this MMP:

AB 52	Native Americans: California Environmental Quality Act
ACB	Articulated Concrete Block
ALT 1	Alternative 1
ALT 2	Alternative 2
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
DBESP	Determination of Biological Equivalent or Superior Preservation
DPR	Department of Parks and Recreation
ECM	Environmental Compliance Manager
LBV	Least Bell's Vireo
LEA	Local Enforcement Agency (Department of Environmental Health)
MBTA	Migratory Bird Treaty Act
MSHCP	Multiple Species Habitat Conservation Plan (Western Riverside County)
NAHC	Native American Heritage Commission
PCR	Public Resources Code
RCDWR	Riverside County Department of Waste Resources
SAA	Streambed Alteration Agreement
SARWQCB	Santa Ana Regional Water Quality Control Board
USFWS	United States Fish and Wildlife Service
USACE	United States Army Corps of Engineers

**MITIGATION MONITORING PROGRAM MATRIX**

<b>Impact Code</b>	<b>No.</b>	<b>Mitigation Measure</b>	<b>Monitoring Timeframe</b>	<b>Enforcement Authorities</b>
<b>BIO</b>	<b>1</b>	A qualified biologist shall be retained to monitor construction activities and to make recommendations on how to minimize biological impacts prior to and during construction or disturbance activities. (ALT 1/ALT 2)	Prior and During Construction Activities	RCDWR
<b>BIO</b>	<b>2</b>	In order to avoid impacts to Least Bell's Vireo, construction activity or any activities that could potentially impact LBV should not be carried out during the LBV nesting season (March 15 through July 31). If construction or other activities must occur during the LBV nesting season, preconstruction surveys shall be carried out. (ALT 1/ALT 2)	Prior to Construction Activities	RCDWR
<b>BIO</b>	<b>3</b>	If LBV are detected within or in close proximity to the worksite, all work that could potentially impact the LBV will be stopped until the biologist determines that the LBV has left the site. (ALT 1/ALT 2)	Prior and During Construction Activities	RCDWR, CDFW, USFWS
<b>BIO</b>	<b>4</b>	Within 30 days prior to construction or disturbance activities, a burrowing owl clearance survey shall be constructed within suitable areas in the construction areas, including a 150 meter buffer area. (ALT 1/ALT 2)	30 Days Prior to Construction Activities	RCDWR
<b>BIO</b>	<b>5</b>	If any burrowing owls or occupied burrows are found during the burrowing owl preconstruction survey, no disturbance will occur within 50 meters of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 meters during the breeding season of February 1 through August 31. If construction or ground disturbance must occur within the specified no disturbance areas a qualified biologist may relocate affected burrowing owls only during the non-breeding season and after approval from the California Department of Fish and Wildlife. (ALT 1/ALT 2)	Prior and During Project Construction Activities	RCDWR, CDFW



Impact Code	No.	Mitigation Measure	Monitoring Timeframe	Enforcement Authorities
<b>BIO</b>	<b>6</b>	In order to avoid impacts to nesting birds protected by the Migratory Bird Treaty Act (MBTA) and State Fish and Wildlife Codes, removal of vegetation or any other potential nesting bird habitat should be conducted outside of the avian nesting season (February 1 <sup>st</sup> through August 31 <sup>st</sup> ) if practical. If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted by a qualified biologist. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. (ALT 1/ALT 2)	Prior and During Project Construction Activities	RCDWR
<b>BIO</b>	<b>7</b>	All LBV and riverine/riparian habitat that will remain undisturbed during and after implementation of the proposed project shall be enhanced by treating and monitoring for target non-native invasive species. A Habitat Mitigation and Monitoring Plan shall be prepared during the permitting process. (ALT 1)	Ongoing	RCDWR
<b>BIO</b>	<b>8</b>	To offset the permanent loss of potential LBV habitat, approximately 1.64 acres of riverine/riparian habitat will be created at the Pedley Landfill restoration site. Success of the restoration site will be ensured through an Invasive Species Management and Monitoring Plan that shall be produced during the resource agency permitting process. (ALT1/ALT2)	Ongoing until Habitat is deemed to be established.	RCDWR, CDFW, USACE, SARWQCB
<b>BIO</b>	<b>9</b>	For Alternative 2, if selected, in addition to the off-site creation of the 1.64 acres of riverine/riparian habitat created at the Pedley Landfill restoration site, RCDWR shall contribute to an approved in-lieu fee payment or mitigation banking program, at a minimum of a 1:1 ratio, with the exact ratio negotiated with the resource agencies during the 1602 Streambed Alteration Agreement and Clean Water Act sections 401/404 permitting process. (ALT2)	Before Construction Activities	RCDWR, CDFW
<b>BIO</b>	<b>10</b>	The Riverside County Department of Waste Resources shall comply with the terms and mitigation measures described in the approved DBESP written by the Riverside County Planning Department Environmental Programs Division on October 1, 2014 and approved by the USFWS and the CDFW. (ALT 1)	For a total of three years at the Corona Landfill after project completion and ongoing at the Pedley Landfill restoration site (non-native invasive species maintenance)	RCDWR, CDFW, USFWS

Impact Code	No.	Mitigation Measure	Monitoring Timeframe	Enforcement Authorities
BIO	11	Prior to initiation of construction activities within MSHCP riverine/riparian areas, the Riverside County Department of Waste Resources shall submit a new DBESP to USFWS and the CDFW for review and approval. Construction activities shall not occur within MSHCP riverine/riparian areas until the DBESP is approved. (ALT 2)	Prior to Construction Activities	RCDWR, CDFW, USFWS
BIO	12	Prior to project construction, a Streambed Alteration Agreement (SAA) shall be reached between the California Department of Fish and Wildlife (CDFW) and the Riverside County Department of Waste Resources (RCDWR) regarding mitigation for direct loss of 0.10 or 0.57 acre of jurisdictional streambed and 0.72 acre or 1.99 acres of CDFW wetlands from the project under the ACB or Concrete Channel scenario, respectively. The SAA will require a mitigation program that may include on-site enhancement, and/or off-site in-kind replacement acreage, in-lieu fee payment or mitigation banking, based on an appropriate ratio negotiated with the CDFW. (ALT1/ALT2)	Prior to Construction Activities	RCDWR, CDFW
BIO	13	Prior to project construction, a Clean Water Act Section 404 Permit shall be obtained from the US Army Corps of Engineers (USACE) and the RCDWR regarding mitigation for direct loss of 0.05 or 0.39 acre of Waters of the US and 0.28 or 0.72 acre of jurisdictional wetlands from the project under the ACB or Concrete Channel scenario, respectively. The 404 Permit will require a mitigation program that may include on-site enhancement, and/or off-site in-kind replacement acreage, in-lieu fee payment or mitigation banking, based on an appropriate ratio negotiated with the USACE. (ALT1/ALT2)	Prior to Construction Activities	RCDWR, USACE

Impact Code	No.	Mitigation Measure	Monitoring Timeframe	Enforcement Authorities
<b>BIO</b>	<b>14</b>	Prior to project construction, a Clean Water Act Section 401 Certification shall be obtained from the Santa Ana Regional Water Quality Control Board (SARWQCB) and the RCDWR regarding mitigation for direct loss of 0.05 or 0.39 acre of Waters of the US and 0.28 or 0.72 acre of jurisdictional wetlands from the project under the ACB or Concrete Channel scenario, respectively. The 401 Certification may require a mitigation program that may include on-site enhancement, and/or off-site in-kind replacement acreage, in-lieu fee payment or mitigation banking, based on an appropriate ratio negotiated with the SARWQCB. (ALT1/ALT2)	Prior to Construction Activities	RCDWR, SARWQCB
<b>CR</b>	<b>1</b>	If subsurface cultural resources are encountered during any excavation, or if evidence of an archaeological site or other suspected historic resources are encountered, all ground disturbing activity will cease within 100 feet of the resource. A qualified archaeologist will be retained by the operator to assess the find, and to determine whether the resource requires further study. Additionally, any potentially significant cultural resource(s), discovered on site shall require notification to the three (3) requesting Tribes under AB 52. Potentially significant cultural resources could consist of, but are not limited to, stone, bone, fossils, wood or shell artifacts or features, including structural remains, historic dumpsites, hearths and middens. Midden features are characterized by darkened soil, and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated by a qualified archaeologist retained by the County for significance under all applicable regulatory criteria. (ALT 1/ALT 2)	During Project Construction	RCDWR, three (3) requesting Tribes under AB 52

Impact Code	No.	Mitigation Measure	Monitoring Timeframe	Enforcement Authorities
CR	2	<p>No further grading will occur in the area of the discovery until the County, along with the applicable Tribe(s), approves measures to protect the resources. Any archaeological artifacts recovered as a result of mitigation will either be donated to a qualified scientific institution approved by the County where they would be afforded long-term preservation to allow future scientific study or, if the resource is determined to be a tribal cultural resource, then the final disposition of the resource shall require approval of applicable Tribe(s). (ALT 1/ALT 2)</p>	During Project Construction	RCDWR, three (3) requesting Tribes under AB 52
CR	3	<p>In the event of an accidental discovery or recognition of any human remains, PRC Section 5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:</p> <ol style="list-style-type: none"> <li>1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, then the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98, or</li> </ol>	During Project Construction	RCDWR

Impact Code	No.	Mitigation Measure	Monitoring Timeframe	Enforcement Authorities
		<p>2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the property in a location not subject to further subsurface disturbance:</p> <ul style="list-style-type: none"> <li>o The NAHC is unable to identify a most likely descendant or the most likely descendant failed to make a recommendation within 24 hours after being notified by the commission; The descendant identified fails to make a recommendation; or the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner. (ALT 1/ALT 2)</li> </ul>		
<b>HAZ</b>	<b>1</b>	<p>If exposed trash is encountered during grading of the channel's northern slope, RCDWR staff, trained in recognizing hazardous waste, will investigate for potential presence of hazardous elements in the trash. Clearance of hazardous elements in the trash by RCDWR staff trained in recognizing hazardous waste, is required for proper re-burial of the trash on-site or disposal of the trash at the El Sobrante Landfill. (ALT 1/ALT 2)</p>	During Project Construction	RCDWR

Impact Code	No.	Mitigation Measure	Monitoring Timeframe	Enforcement Authorities
HAZ	2	<p>If potential hazardous materials are identified but no acutely hazardous materials are present in the exposed trash, the location will be handled as an "uncontrolled hazardous waste site" and subject to the regulation and applicable requirements of CCR Title 8, Section 5192(q). Specifically, the Environmental Compliance Manager (ECM) and the hazardous waste inspection team of the RCDWR shall implement the department's Emergency Action Plan's hazardous waste emergency response procedures to clear all hazardous materials and then decontaminate the site, when warranted. The excavated hazardous materials will be temporarily stored on a protected surface in the Project Area, and either the Department's licensed hazardous material transport vehicles or a licensed hazardous waste hauler will be retained to evacuate the materials within 24 hours of excavation to a permitted facility for storage, processing or disposal. A final clearance from the ECM is required before the slope grading and subgrade construction work can resume. (ALT 1/ALT 2)</p>	During Project Construction	RCDWR
HAZ	3	<p>In the unlikely event that acutely hazardous materials are identified in the exposed trash, the Hazardous Materials Response Team of the County Environmental Health Department will be immediately notified. The slope grading and subgrade construction will not resume until a final clearance from the Environmental Health Department is issued. (ALT 1/ALT 2)</p>	During Project Construction	RCDWR, LEA
N	1	<p>Although not required as a public project, the project construction manager, in accordance with Ordinance No. 847, shall limit construction activities to between the hours of 6:00AM and 6:00PM, during the months of June through September, and between the hours of 7:00AM to 6:00PM during the months of October through May. (ALT 1/ALT 2)</p>	During Project Construction	RCDWR

Impact Code	No.	Mitigation Measure	Monitoring Timeframe	Enforcement Authorities
N	2	All equipment, fixed or mobile, used on site during project activities shall be equipped with properly operating and maintained mufflers to the satisfaction of the Riverside County Health Services Agency, Occupational Health and Safety Department and RCDWR. (ALT 1/ALT 2)	During Project Construction	RCDWR and Riverside County Health Services Agency, Occupational Health and Safety Department
N	3	The project shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction. (ALT 1/ALT 2)	During Project Construction	RCDWR
N	4	Equipment operators and other facility personnel subject to excessive noise levels will be provided with hearing protection (i.e., ear plugs, etc.). Equipment operators are required to wear ear protection in open cabs. (ALT 1/ALT 2)	During Project Construction	RCDWR
N	5	During project construction, the use of heavy equipment adjacent to parcels 107-201-021, 107-201-022 and 107-201-203 shall not occur on Saturday or Sunday. (ALT 1/ALT 2)	During Project Construction	RCDWR
N	6	Contractor shall comply with RCDWR's Idling Policy, which states that no diesel on-road vehicle, equipment, or engine that is used for any Department operation in an off-road capacity may idle for more than five (5) consecutive minutes. (ALT 1/ALT 2)	During Project Construction	RCDWR
N	7	Delivery of equipment and materials to the project site shall occur between the hours of 7:30AM to 4:30PM. (ALT 1/ALT 2)	During Project Construction	RCDWR

Impact Code	No.	Mitigation Measure	Monitoring Timeframe	Enforcement Authorities
N	8	For the duration of construction activities, the construction manager shall serve as the contact person should noise levels become disruptive to local residents. A sign shall be posted at the project site with the contact phone number. (ALT 1/ALT 2)	During Project Construction	RCDWR
N	9	Construction contractor shall delineate and maintain a 30 foot buffer between construction activities and the residences adjacent to SE channel alignment. (ALT 1/ALT 2)	During Project Construction	RCDWR
N	10	Construction contractor shall construct/install a temporary sound barrier along the southern property line where it meets parcels 107-201-007 and 107-201-011 and where feasible, along any other residential properties directly adjacent to the landfill property where there is currently no solid barrier. (ALT 1/ALT 2)	During Project Construction	RCDWR
T	1	Equipment and material transport traffic shall be limited to 15 mph on residential streets en route to and from the south side of the project channel. (ALT 1/ALT 2)	During Project Construction	RCDWR
T	2	Appropriate truck traffic signs shall be posted by the contractor along the truck route within the residential neighborhood to alert pedestrians and bicyclists of temporary heavy truck traffic thru their neighborhood. (ALT 1/ALT 2)	During Project Construction	RCDWR



Impact Code	No.	Mitigation Measure	Monitoring Timeframe	Enforcement Authorities
T	3	Where necessary, flagmen shall be provided by the contractor at critical locations to direct/separate residential and truck traffic to ensure safety. (ALT 1/ALT 2)	During Project Construction	RCDWR
T	4	At the end of the work day, the contractor shall inspect the residential haul route for debris or litters fall-out from the hauling trucks. All dropped debris and litters shall be picked up and removed from the neighborhood. (ALT 1/ALT 2)	During Project Construction	RCDWR
T	5	When warranted, the contractor shall clean up the dirt track-out created by the project's vehicles on Bel Air Street at the end of the work day. (ALT 1/ALT 2)	During Project Construction	RCDWR

*Comment Letters with Department Responses*

Hello Jose,

On behalf of the Riverside County Flood Control and Water Conservation District (District), please accept the following comments on the Draft Mitigated Negative Declaration (MND) for the Corona Landfill Southeast Drainage Channel Improvement Project: 1-1

1. The District may be providing a portion of the funding to build the project and as such is considered to be a responsible agency. However, the District was not listed as a responsible agency. Please be advised that in the past we have had issues with County Counsel with adopting environmental documents as a responsible agency when we have not been listed as such in the environmental document. In order to avoid the potential for those issues to occur with this project, please list the District as a responsible agency. 1-2
2. As mentioned in the comment above, the District may be providing a portion of the funding to build this project. The environmental document should include a discussion about the sources of funding in the project description section of the report. 1-3
3. As mentioned on page 14 of the report, an encroachment permit may be required for the project. To obtain further information on encroachment permits or existing facilities, contact Amy McNeill of the Encroachment Permit Section at 951.955.1266. 1-4
4. Upon completion of the final environmental document, please submit a copy of the approved document to the District for review. Please be sure to include all appendices that were used to support the conclusions found in the environmental document. 1-5

Thank you for the opportunity to review the MND. If you have any further questions concerning this letter, I may be reached at 951.955.1526. 1-6



Kevin Cunningham  
Associate Engineer – Air/Water Quality Control  
**Environmental Regulatory Services 2**  
Riverside County Flood Control  
& Water Conservation District

Office: 951.955.1526  
Fax: 951.788.9965

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Hi Jose,

As you may recall, yesterday by telephone we discussed the Wildlife Agencies' (CDFW and USFWS) concerns about the draft text of Mitigation Measures BIO-2 and BIO-3 in the CEQA Environmental Assessment #Corona 2015-02 for the Corona Landfill Southeast Channel Project, and you asked that the Wildlife Agencies send an e-mail message to RCDWR containing recommendations for revising the wording of the two measures. 2-1

Per RCDWR's request, here are the suggested revisions:

BIO-2:

Please change the wording of BIO-2 to read as follows:

"In order to avoid impacts to Least Bell's Vireos (LBVs), construction activities or any project activities that could potentially result in LBV nest abandonment, failure to nest, or abandonment of an occupied breeding territory (such as vegetation removal, etc.) will not be carried out during the LBV nesting season (March 15 - September 30)." 2-2

BIO-3

Please change the wording of BIO-3 to read as follows:

"If Least Bell's Vireos (LBVs) are detected within or in close proximity to the worksite, all work that could potentially impact the LBVs will be stopped until the biological monitor has determined that the LBV(s) have left the site." 2-3

The Wildlife Agencies would like to express our thanks to RCDWR for being willing to improve the two mitigation measures so as to avoid take of nesting vireos. 2-4

Jose, could you please send our two agencies copies of the revised EA and MND (what will actually be adopted) once they have been prepared ? Thanks in advance. 2-5

Thanks and Regards,

James

--  
James Thiede  
Endangered Species Biologist  
U.S. Fish and Wildlife Service  
777 East Tahquitz Canyon Way, Suite 208  
Palm Springs, California 92262  
(760) 322-2070 x219



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

May 10, 2016

Jose Merian  
Riverside County Dept of Waste Resources  
14310 Frederick St.  
Riverside, CA 92553

Subject: Corona Landfill Southeast Drainage Channel Improvement Project  
SCH#: 2016041027

Dear Jose Merian:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on May 9, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

16 MAY 17 PM 3:56  
COUNTY OF RIVERSIDE  
WASTE MANAGEMENT

3-1

3-2

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2016041027  
**Project Title** Corona Landfill Southeast Drainage Channel Improvement Project  
**Lead Agency** Riverside County

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**Type** MND Mitigated Negative Declaration

**Description** The proposed project involves erosion control improvements to the existing Southeast Drainage Channel (SE Channel) at the inactive Corona Landfill. The project will repair and improve landfill slope armoring and increase the capacity of the existing drainage channel. In order to improve protection for the landfill slopes, the majority of the existing rip-rap protective cover will be removed and replaced with a revetment system consisting of Articulated Concrete Blocks. The total project area encompasses approximately 8.7 acres, 2.5 acres of which fall within the drainage area of the SE Channel, leaving the remaining 6.2 acres as a staging area for equipment, material storage, and other project related activities.

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**Lead Agency Contact**

**Name** Jose Merian  
**Agency** Riverside County Dept of Waste Resources  
**Phone** 951-486-3200 **Fax**  
**email**  
**Address** 14310 Frederick St.  
**City** Riverside **State** CA **Zip** 92553

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**Project Location**

**County** Riverside  
**City** Corona  
**Region**  
**Lat / Long** 33° 51' 40" N / 117° 32' 02" W  
**Cross Streets** Magnolia Ave and Sherborn St  
**Parcel No.** 107-080-010, -034, -005, -006  
**Township** 3S **Range** 6W **Section** 32 **Base**

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**Proximity to:**

**Highways** I-15  
**Airports**  
**Railways** AT&SF  
**Waterways** Corona Landfill Southeast Drainage Channel  
**Schools** Centennial HS  
**Land Use** LU: Closed landfill  
Z: Light Manufacturing; Industrial Park  
GP Designation: Mixed Use Industrial  
Commercial

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**Project Issues** Agricultural Land; Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Department of Water Resources; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 8; Native American Heritage Commission; Public Utilities Commission; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8; State Water Resources Control Board, Division of Water Rights; Air Resources Board

**Document Details Report  
State Clearinghouse Data Base**

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**Date Received** 04/08/2016

**Start of Review** 04/08/2016

**End of Review** 05/09/2016

Letter 1 Riverside County Flood Control and Water Conservation  
District (District), May 11, 2016

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Response 1-1 Comment noted.

Response 1-2 Page 14 of the EA/MND identifies the potential permits/approvals that may be required, and lists the applicable agencies. For clarity, the EA/MND will be revised to reflect the following:

“The proposed project may be required to obtain/and or update the following permits and/or approvals from the responsible and/or trustee agencies identified.”

While the District is listed in this section, funding approval was not identified. The EA/MND will be revised as shown to reflect that “approvals” may be required from the District, thus capturing any and all approvals that may be needed for the Project from the District, as a responsible agency.

~~“Encroachment Permit Approvals~~ (Riverside County Flood Control and Water Conservation District)”

Response 1-3 Sources of funding are not required to be discussed in the project description or in the body of the environmental document as a whole, as it has no relevance to whether or not the project will have a physical effect on the environment nor does it serve as a framework for evaluating and/or analyzing environmental impacts. However, as stated in response 1-2, District approvals will be identified on page 14 of the EA/MND.

Response 1-4 Comment acknowledged.

Response 1-5 Comment acknowledged.

Response 1-6 Comment noted.

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Letter 2 U.S. Fish and Wildlife Service (USFWS), May 10, 2016

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Response 2-1 Comment acknowledged. Thank you for providing comments in writing.

Response 2-2 The EA/MND, using the expertise of qualified biologists, determined that the mitigation measures intended to protect the Least Bell's Vireo (BIO-1, BIO-2, BIO-3, and BIO-6) are more than adequate to mitigate the potential for harm, as well as avoid take, to LBV, that could result during implementation of the Project.

Due to hydrological issues related to Project construction within a drainage during the rainy season, it is not feasible, or required, to restrict construction from March through September; however, the Department has revised mitigation measure BIO-2 to expand the LBV nesting season and remove redundancies (BIO-3 already addresses the deleted section), as follows:

**"BIO-2** In order to avoid impacts to Least Bell's Vireo, construction activity or any activities that could potentially impact LBV should not be carried out during the LBV nesting season (~~April~~ March 15 through July 31). If construction or other activities must occur during the LBV nesting season, preconstruction surveys shall be carried out. ~~If the site is determined to be presently occupied by LBV, appropriate avoidance measures shall be adopted to avoid any potential impacts.~~ (ALT 1/ALT 2)"

Furthermore, mitigation measure BIO-6 requires pre-construction surveys for nesting birds, which includes LBV, if construction is to occur February 1 through August 31. In addition, a qualified biologist will be on-site during Project construction; therefore, compliance with mitigation measures will ensure that sensitive species such as the LBV will not be harmed or otherwise harassed by construction activities.

Response 2-3 The suggested revision to BIO-3 has been incorporated into the measure as follows:

**"BIO-3** If LBV are detected within or in close proximity to the worksite, all work that could potentially impact the LBV will be stopped until the biologist determines that the LBV has left the site. ~~If needed, relocation of LBV shall only occur after consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW), following all USFWS and CDFW relocation protocols.~~ (ALT 1/ALT 2)"

Elimination of the potential for LBV relocation only strengthens the measure and protections offered to the LBV. Therefore, no new environmental effect has

been raised and the Project, with mitigation, will continue to reduce environmental impacts to less than significant.

Response 2-4 Comment acknowledged.

Response 2-5 Comment acknowledged.

### **Letter 3    State Clearinghouse, May 10, 2016**

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Response 3-1 This letter summarizes the Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (SCH) policy for disseminating the Mitigated Negative Declaration to State Agencies and that the County has complied with the State Clearinghouse review requirements. Furthermore, no state agencies submitted comments before the end of the review period for State agencies, which closed on May 9, 2016.

Response 3-2 Comment acknowledged.