



## 2.0 EXECUTIVE SUMMARY

### 2.1 PROJECT SUMMARY

The proposed Foothill Parkway Westerly Extension is located within the southwesterly limits of the City of Corona and in the unincorporated area of Riverside County within the City's sphere of influence. The Project alignment would extend along the base of the Santa Ana Mountains.

#### PROPOSED ALIGNMENT

The proposed alignment involves 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. At Skyline Drive, the roadway would veer to the west into the unincorporated area of Riverside County and continue in an east/west direction along the City/County boundary. The alignment would then curve to the north and connect to Green River Road in the vicinity of Paseo Grande. The Project would include either two parallel bridge structures or an aboveground arch structure to protect the existing 108-inch Metropolitan Water District (MWD) feeder line approximately 1,000 feet east of Paseo Grande. Roadway improvements would require right-of-way (R/W) acquisition for the proposed roadway alignment roadway improvements (curb, shoulders, travel lanes, and landscaped medians), slope easement areas, and drainage facilities, as well as temporary construction easements. The Project also includes a new signalized intersection at Paseo Grande, and two possible additional signalized intersections at the proposed Border Avenue and Chase Drive connections.

Portions of Foothill Parkway have been recently completed as a four-lane divided roadway from Interstate 15 (I-15) to Skyline Drive. Green River Road from west of Paseo Grande to Tanglewood Drive will be widened to a four-lane roadway. The remainder of Green River Road to State Route 91 (SR-91) is paved as a four-lane roadway. A portion of Green River Road from SR-91 to Palisades Drive is improved as a four-lane roadway and will be ultimately improved to a six-lane roadway in the future in conjunction with improvements at the SR-91/Green River Road interchange.

#### PRELIMINARY DESIGN CONCEPT

The proposed alignment is consistent with the *City of Corona General Plan* Circulation Element roadway functional classification system. The proposed roadway grades would vary from 1.8 percent to 9 percent. Roadway width from hinge to hinge would vary in width from 105 feet to 118 feet in width, with an actual roadway width ranging from 72 to 78 feet. The reduced width is through Wardlow Wash to minimize impacts and maintain the alignment out of the Cleveland National Forest. This would be accomplished by the use of a 10-foot-wide median. A 14-foot-wide median is proposed for the remainder of the extension, from Border Avenue to the existing Foothill Parkway. Four travel lanes, two in each direction, would be provided. Inside lane widths would be 12 feet and outside lane widths would be 11 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 inside lane would be 13 feet wide, the outside lane would be 11 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.

In order to accommodate anticipated traffic volumes and the associated turn lane requirements, Paseo Grande would be widened at Foothill Parkway. The roadway R/W would be increased from approximately 56 feet to 82 feet. This will allow for 14-foot and 12-foot southbound right-turn lanes, one 10-foot-wide southbound left-turn lane, two 12-foot-wide northbound lanes, and a 5-foot-wide northbound shoulder. The widening would continue north approximately 225 feet, and then taper to join the existing two-lane Paseo Grande roadway to the north. Due to the necessary turn lane lengths, the proposed roadway striping would create a right-in, right-out only condition at the San Bautista Road/Paseo Grande intersection. The existing stop sign on Paseo Grande would be removed at that location.

As part of the design concept, the City proposes to extend and connect two existing local collector streets, Border Avenue and Chase Drive/Mangular Avenue, to facilitate north/south local access to Foothill Parkway, consistent with the *City of Corona General Plan* Circulation Element.

The Project also includes a new signalized intersection at Paseo Grande, and two possible additional signalized intersections at the proposed Border Avenue and Chase Drive/Mangular Avenue connections. Under City standards, a Secondary four-lane arterial provides for dedicated turn lanes at key intersections to improve traffic flow. Turn pockets would be provided at Chase Drive, Border Avenue, and Paseo Grande to adequately accommodate projected turn movements.

Street lighting would be provided throughout the extended Foothill Parkway. Curb and gutters would be provided on both sides of the street. A sidewalk would be provided on the north side of the roadway throughout the length of the Project. A multi-purpose trail will be provided on the south side of the roadway for the majority of the alignment, which will provide linkage to existing and future potential trails adjacent to the Project.

The Project proposes three retaining walls and may include up to four additional retaining walls along the proposed Foothill Parkway, in order to minimize grading impacts at critical locations. One of the proposed retaining walls would be located approximately 300 feet west of Mabey Canyon Road along the north side of the proposed Foothill Parkway roadway. The second proposed retaining wall would be located east of the Mabey Canyon Debris Basin and west of Border Avenue along the north side of the proposed Foothill Parkway roadway. The third proposed retaining wall would be located east of Chase Drive along the south side of the proposed Foothill Parkway alignment.

Three of the four potential retaining walls may be located north of Mabey Canyon Road along the north side of the proposed Foothill Parkway alignment. The placement of these three retaining walls will be considered further by the City during



final design in order to avoid right-of-way impacts. The remaining potential retaining wall would be located west of Chase Drive along the north side of the proposed Foothill Parkway alignment. Placement of this wall will be considered further by the City during final design in order to preserve an existing large oak tree (Tag 355). This oak tree has been evaluated as part of the native tree survey conducted for the proposed Project (refer to Appendix 15.7). As a worst-case scenario, Section 5.2 includes an analysis of potential impacts associated with the seven potential retaining walls and recommends mitigation measures to reduce potential long-term aesthetic impacts. Additional walls may be incorporated as needed to prevent impacts to adjacent properties. Further geotechnical studies will be conducted during the final design phase to more accurately evaluate proposed retaining wall types and locations.

In an effort to provide a worst-case analysis, the scope of this EIR evaluates the short and long-term impacts associated with the following connections. These connections are included in the design of the proposed alignment and are described below:

#### Border Avenue Connection

The existing Border Avenue is designated as a two-lane undivided collector roadway in the *City of Corona General Plan* Circulation Element. The Project proposes to extend Border Avenue approximately 200 feet south from its existing terminus and connect to the proposed 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 Route 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.

#### Chase Drive/Mangular Avenue Connection

The existing Chase Drive is designated as a two-lane collector roadway in the *City of Corona General Plan* Circulation Element. 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 Route 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.

The existing Mangular Avenue is designated as a two-lane collector roadway in the *City of Corona General Plan* Circulation Element. However, from Chase Drive to approximately 900 feet north, the street was built as a narrower section, and has no sidewalk on the east side of the street. As part of the Chase Drive/Mangular Avenue



connection, 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 will be added on the east side of the street. These improvements would not require additional R/W; however, they would require a construction easement. Overhead power lines located behind the existing easterly curb would be relocated behind the new easterly curb. Other utility relocations may also be required.

## **SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS**

Section 5.0, DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES, of this Environmental Impact Report (EIR) provides an evaluation of the potential environmental impacts of the Project and recommends mitigation measures to reduce impacts to less than significant levels where feasible. Even with implementation of the mitigation measures proposed, the following significant and unavoidable impacts may occur as a result of the proposed alignment:

### **Aesthetics, Light, and Glare**

Despite implementation of recommended Mitigation Measures 5.2-1 through 5.2-3b, the proposed alignment would result in significant and unavoidable short-term construction impacts, impacts to scenic vistas, impacts to the existing visual character/quality, and cumulative impacts due to the development of the proposed roadway.

Although implementation of the recommended Mitigation Measure 5.2-1 would reduce impacts associated with construction activities, surrounding residential areas would be exposed to the visually-related impacts of construction activities for approximately two years. Therefore, construction-related visual impacts would be significant and unavoidable.

Significant vistas in the Project area encompass views of the northern foothills of the Santa Ana Mountains (from Paseo Grande) and western views along Chase Drive toward the Santa Ana Mountains. Implementation of Mitigation Measures 5.2-2a, 5.2-2b, and 5.2-2c would reduce the visual impacts from these locations through implementing streetscape, replacement vegetation, and reducing visible cut and fill. However, after implementation of Mitigation Measures 5.2-2a through 5.2-2c, significant and unavoidable impacts from the alteration of views to the foothills from Paseo Grande and westward views along Chase Drive would remain. Therefore, a significant and unavoidable visual impact to scenic vistas would remain.

Existing residents to the north and west of the Project site currently have views to a rural/open space landscape. Upon Project implementation, this open landscape would be interrupted by the proposed alignment. Impacts to the overall change in landscape (from rural/open space to a developed streetscape) would be considered significant. Mitigation Measures 5.2-3a and 5.2-3b would reduce visual impacts resulting from the developed appearance of the site. Although implementation of



Mitigation Measures 5.2-3a and 5.2-3b would reduce the visual impacts to the existing character/quality at the Project site, the overall change in landscape (from rural/open space to a developed streetscape) at the Project site would remain significant and unavoidable.

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. Thus, the Project would cumulatively contribute to the construction-related visual impacts and these impacts would be significant and unavoidable.

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. 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.

### **Air Quality**

Despite compliance with recommended Mitigation Measures 5.5-1a through 5.5-1d, Nitrogen Oxides (NO<sub>x</sub>), Coarse Particulate Matter (PM<sub>10</sub>), and Fine Particulate Matter (PM<sub>2.5</sub>) emissions during construction would remain above South Coast Air Quality Management District (SCAQMD) thresholds.<sup>1</sup> Cumulative construction impacts related to regional emissions would also be significant and unavoidable.

### **Noise**

Although implementation of the recommended Mitigation Measures 5.6-1a through 5.6-1g would reduce short-term construction impacts, construction activities still have the potential to exceed the City's noise standards. Therefore, short-term construction would be significant and unavoidable.

### **Cultural Resources**

Although implementation of Mitigation Measures 5.8-1a through 5.8-1c would lessen impacts to historic resources, construction of the proposed alignment would result in significant and unavoidable impacts in this regard. Cumulative historical resource impacts would also be significant and unavoidable.

### **Geologic and Seismic Hazards**

Although implementation of Mitigation Measure 5.10-2 would reduce fault rupture impacts, it may not be possible to fully mitigate fault rupture impacts. Therefore,

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<sup>1</sup> PM<sub>10</sub> = particulate matter 10 microns in diameter or less. PM<sub>2.5</sub> = particulate matter 2.5 microns in diameter or less.



significant and unavoidable impacts would occur in this regard. As such, the proposed Project would also cumulatively contribute to fault rupture impacts.

## **2.2 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY**

The following is a brief summary of the impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 5.0 of this EIR. Refer to the appropriate EIR Section for additional information.

<u>EIR SECTION</u>	<u>IMPACTS</u>	<u>MITIGATION MEASURES</u>	<u>SIGNIFICANCE AFTER MITIGATION</u>
<b>5.1</b>	<b>LAND USE</b>		
	<b>LAND USE COMPATIBILITY AND ACCESS</b>		
5.1-1	<i>Implementation of the proposed alignment may result in land use compatibility and access impacts to surrounding uses.</i>	5.1-1 Refer to Mitigation Measures 5.4-1a, 5.4-1b, and 5.4-4 in Section 5.4, TRAFFIC AND CIRCULATION; Mitigation Measures 5.5-1a through 5.5-1d in Section 5.5, AIR QUALITY; and Mitigation Measures 5.6-1a through and 5.6-2 in Section 5.6, NOISE.	Impacts would be reduced to less than significant levels with implementation of recommended Mitigation Measures 5.4-1a, 5.4-1b, and 5.4-4 in Section 5.4, TRAFFIC AND CIRCULATION; Mitigation Measures 5.5-1a through 5.5-1d in Section 5.5, AIR QUALITY; and Mitigation Measures 5.6-1a through 5.6-2 in Section 5.6, NOISE.
	<b>CONSISTENCY WITH RELEVANT PLANNING POLICIES</b>		
5.1-2	<i>The proposed alignment has been reviewed for consistency with goals and policies in the Circulation Element of the City of Corona General Plan, as well as pertinent regional planning, identified below, and the analysis has concluded that impacts are less than significant.</i>	5.1-2 No mitigation measures have been identified. Project implementation shall require consultation and acquisition of required permits and approvals by responsible and trustee agencies that have jurisdiction over the Project site (refer to Section 5.7, BIOLOGICAL RESOURCES).	Less than significant impact and no mitigation is required.
	<b>CUMULATIVE IMPACTS</b>	No mitigation measures are required.	Analysis has concluded that impacts are anticipated to be less than significant and no mitigation is required.
<b>5.2</b>	<b>AESTHETICS, LIGHT, AND GLARE</b>		
	<b>SHORT-TERM (CONSTRUCTION) AESTHETIC IMPACTS</b>		
5.2-1	<i>Development of the proposed alignment would result in grading and construction activities that would temporarily alter the visual character of the Project site and the surrounding area.</i>	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	Impacts are considered to be significant and unavoidable due to the anticipated duration of construction which is estimated to be approximately two years.



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and approval of the City. Compliance with this measure is subject to periodic field inspection by City Staff.

**IMPACTS TO SCENIC VISTAS**

5.2-2 *Development of the proposed alignment would result in an alteration to a scenic vista within the viewshed of the Project site.*

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.

Significant and unavoidable impact resulting from the alteration of scenic views toward the foothills and the Santa Ana Mountains would remain.

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.

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.

**IMPACTS TO VISUAL CHARACTER/QUALITY**

5.2-3 *Development of the proposed alignment would result in a substantial alteration to the existing visual character and quality of the Project site and its surroundings.*

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

Significant and unavoidable impact due to the alteration of the Project site from a rural/open landscape to a developed condition.



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Public Works Department during the Plans, Specifications, and Estimate (PS&E) phase.

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.

**LONG-TERM LIGHT AND GLARE**

5.2-4 *Development of the proposed alignment would introduce new sources of light and glare into the Project area.*

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.

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 volt, swing down power module integral regulator ballast and lexan or glass refractor.

Compliance with City of Corona's Street Light Standard (Standard Plan 502-0) and recommended Mitigation Measures 5.2-4a and 5.2-4b would reduce potential impacts to less than significant levels.

**CUMULATIVE IMPACTS**

Refer to Mitigation Measures 5.2-1 through 5.2-4b.

Analysis has concluded implementation of the proposed alignment would result in significant and unavoidable cumulative impacts related to construction, scenic vistas and visual character of a site and surroundings.

**5.3 PUBLIC HEALTH AND SAFETY**

**HAZARDOUS MATERIALS**

5.3-1 *Construction activities associated with the proposed alignment have the potential to encounter known hazardous materials or wastes.*

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

With implementation of Mitigation Measures 5.3-1a through 5.3-1k, impacts related to hazardous materials or



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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.

wastes would be reduced to less than significant levels.

- 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



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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.
- 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.
- 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



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- 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.
- 5.3-1f 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.
- 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



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- 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.

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.

5.3-1i Prior to construction, a survey shall be conducted to determine the presence or absence of lead-based



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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.

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.

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.



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<b>RISK OF UPSET</b>			
5.3-2	<i>Project implementation would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</i>	5.3-2 No mitigation measures are required.	Compliance with applicable Federal, State, and local regulations would reduce potential impacts to less than significant levels.
5.3-3	<i>Construction activities associated with the proposed alignment have the potential to create a significant hazard to the public through foreseeable upset and accidental conditions.</i>	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.  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.  5.3-3c Prior to construction, Underground Service Alert (i.e., Dig Alert) shall be contacted at (800) 227-2600 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.  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	Compliance with applicable Federal, State, and local regulations, and implementation of recommended Mitigation Measures 5.3-3a through 5.3-3d would reduce potential impacts to less than significant levels.



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		shall be contacted for on-site guidance during pipeline removal activities. If the rupture indicates an emergency, 911 shall be dialed.	
5.3-4	<i>Project implementation would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</i>	5.3-4 Refer to Mitigation Measures 5.4-1a and 5.4-1b in Section 5.4, TRAFFIC AND CIRCULATION.	With implementation of Mitigation Measures 5.4-1a and 5.4-1b in Section 5.4, TRAFFIC AND CIRCULATION, impacts would be less than significant.
<b>WILDLAND FIRES</b>			
5.3-5	<i>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.</i>	5.3-5 No mitigation measures are required.	Development of the proposed alignment in compliance with the Chapter 15.12, Fire Code, of the City of Corona Municipal Code and other applicable provisions by the City of Corona Fire Department would result in a less than significant impact.
<b>CUMULATIVE IMPACTS</b>		Refer to Mitigation Measures 5.3-1a through 5.3-1k, and 5.3-3a through 5.3-3d.	The Project would not create a cumulative impact.
<b>5.4</b>	<b>TRAFFIC AND CIRCULATION</b>		
	<b>SHORT-TERM (CONSTRUCTION) IMPACTS</b>		
5.4-1	<i>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. However, these impacts are temporary in nature and would cease upon project completion.</i>	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 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 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.	Implementation of recommended Mitigation Measures 5.4-1a and 5.4-1b would reduce impacts to less than significant levels.
		5.4-1b Proper detours and warning signs shall be established to ensure public safety. Alternative routes for the existing	



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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.

**TRIP DISTRIBUTION AND ASSIGNMENT**

5.4-2 <i>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).</i>	5.4-2 No mitigation measures are required.	Less than significant impacts are anticipated in this regard.
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**CONGESTION MANAGEMENT PROGRAM**

5.4-3 <i>The proposed alignment would not exceed, either individually or cumulatively, a LOS standard established by the CMP agency for designated roads or highways.</i>	5.4-3 No mitigation measures are required.	Less than significant impacts are anticipated in this regard.
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**DESIGN ELEMENTS**

5.4-4 <i>The proposed alignment would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment).</i>	5.4-4 A traffic signal warrant analysis shall be prepared by a registered Civil Engineer prior to construction of the proposed alignment at the following intersection:  <input type="checkbox"/> Foothill Parkway/Trudy Way  Additional intersections may require traffic signal warrant analysis based on	Implementation of recommended Mitigation Measure 5.4-4 would reduce impacts to less than significant levels.
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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.

**ALTERNATIVE TRANSPORTATION SYSTEMS**

5.4-5 *Project implementation would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). The project will incorporate bicycle lanes and sidewalks on either side of the roadway.*

5.4-5 No mitigation measures are required.

This is viewed as a positive impact from existing conditions. Less than significant impacts are anticipated in this regard.

**PROJECT ACCESS**

5.4-6 *The Project would not result in inadequate emergency access.*

5.4-6 No mitigation measures are required.

Analysis has concluded project implementation would result in a less than significant impact in this regard.

**CUMULATIVE IMPACTS**

Mitigation Measures 5.4-1a, 5.4-1b, and 5.4-4.

Less than significant impacts are anticipated in this regard.

**5.5 AIR QUALITY**

**SHORT-TERM (CONSTRUCTION) EMISSIONS**

5.5-1 *Construction of the proposed roadway alignment would result in PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>x</sub> emissions that would exceed SCAQMD's threshold of significance.*

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:

Construction-related activities would result in significant and unavoidable short-term PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>x</sub> impacts.

- ☐ All active portions of the construction site shall be watered to prevent excessive amounts of dust;



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- 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.

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.

5.5-1c Prior to approval of the Project plans and specifications, the Director of Field Services, 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



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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 traps, 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<sub>10</sub>, 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.



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- 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.

**LONG-TERM (OPERATIONAL) EMISSIONS**

5.5-2 *Long-term mobile emissions would occur as a result of Project implementation.*

5.5-2 No mitigation measures are required.

Analysis has concluded that impacts would be less than significant.

**CONFORMITY WITH REGIONAL PLANS**

5.5-3 *The proposed roadway alignment would be consistent with the implementation of the Air Quality Management Plan (AQMP).*

5.5-3 No mitigation measures are required.

Less than significant impact.

**CUMULATIVE IMPACTS**

Refer to Mitigation Measures 5.5-1a through 5.5-1d.

Impacts from the development of the proposed alignment and other cumulative projects would result in significant and unavoidable short-term air quality impacts.

**5.6 NOISE**

**SHORT-TERM (CONSTRUCTION) NOISE IMPACTS**

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.*

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

Although implementation of the recommended 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. Therefore, short-term construction impacts would be significant and unavoidable.



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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.

- 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.
- 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. The Project Contractor shall provide evidence to the City Planning Department that the above muffling and maintenance measures have been implemented.
- 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.
- 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 Folsom Circle.



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- 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.
- 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.

**LONG TERM OPERATIONAL IMPACTS**

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.*

- 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.<sup>2</sup>
  - A minimum barrier height of 6 feet for Sound Barrier 2 located along Foothill Parkway east of Trudy Way.<sup>3</sup> 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

Analysis has concluded that with the incorporation of recommended sound barriers, long-term vehicular-related noise would not exceed the City's 65 dB CNEL compatibility standard or increase existing noise levels by 3 dBA or more at adjacent residences; therefore impacts would be less than significant in this regard.

<sup>2</sup> 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.

<sup>3</sup> Ibid.



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		between Elysia Street and Lincoln Avenue.	
	<b>STATIONARY NOISE IMPACTS</b>		
5.6.3	<i>Stationary noise impacts associated with the proposed alignment are anticipated to be minimal.</i>	5.6.3 No mitigation measures are required.	Analysis has concluded that stationary noise impacts would be less than significant.
	<b>CUMULATIVE IMPACTS</b>	Refer to Mitigation Measures 5.6-1a through 5.6-1e, and 5.6-2 above.	Analysis has concluded that cumulative impacts are anticipated to be less than significant.
<b>5.7</b>	<b>BIOLOGICAL RESOURCES</b>		
	<b>SHORT-TERM (CONSTRUCTION) IMPACTS</b>		
5.7-1	<i>Construction of the proposed alignment could result in temporary impacts to biological resources in the Project area.</i>	5.7-1a Refer to Mitigation Measure 5.5-1a in Section 5.5, AIR QUALITY; Mitigation Measures 5.9-1a through 5.9-1c in Section 5.9, HYDROLOGY AND WATER QUALITY; and Mitigation Measures 5.6-1a through 5.6-1e, and 5.6-1g in Section 5.6, NOISE.	Impacts would be reduced to less than significant levels with implementation of Mitigation Measures 5.7-1a through 5.7-1c.
		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:	
		<ul style="list-style-type: none"> <li><input type="checkbox"/> 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.</li> <li><input type="checkbox"/> 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.</li> <li><input type="checkbox"/> Sediment and erosion control measures shall be implemented</li> </ul>	



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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.
- 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



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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 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.
- All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall occur only in designated areas within the



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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. Refer to Section 5.6, NOISE, for further discussion regarding the City's noise standards.

**VEGETATION TYPES**

5.7-2 *Construction of the proposed alignment 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.*

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 (Coletta 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:

The City of Corona's compliance with relevant measures from the Western Riverside MSHCP and Mitigation Measures 5.7-2a and 5.7-2b would reduce impacts to less than significant levels.

- ❑ *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



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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



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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.

**Table 5.7-7  
Native Tree Mitigation**

Species	Total
<i>(Quercus agrifolia)</i> Coast live oak	4:1
<i>(Quercus berberidifolia)</i> Scrub oak	2:1
<i>(Platanus racemosa)</i> California sycamore	3:1
<i>(Populus fremontii)</i> Fremont cottonwood	3:1
<i>(Salix goodingii)</i> 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



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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



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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.

**GENERAL HABITAT LOSS AND WILDLIFE LOSS**

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.*

5.7-3 No mitigation measures are required.

The City of Corona's compliance with the MSHCP would reduce impacts to less than significant levels.

**WILDLIFE MOVEMENT AND HABITAT FRAGMENTATION**

5.7-4 *Development of the proposed alignment would substantially impact regional wildlife movement along Wardlow Wash.*

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 City of Corona's compliance with relevant measures from the MSHCP would reduce impacts to less than significant levels.

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



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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 *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.*

5.7-5 If construction occurs after fall 2008, a pre- (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:

The City of Corona's compliance with relevant measures from the Western Riverside MSHCP and recommended Mitigation Measure 5.7-5 would reduce impacts to less than significant levels.

- 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



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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



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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.

**SPECIAL STATUS WILDLIFE**

5.7-6 *Special status wildlife species may occur within the area and could be impacted by development of the proposed alignment.*

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:

The City of Corona's compliance with the MSHCP would reduce impacts to less than significant levels.

- ❑ 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.

5.7-6b Pursuant to the MSHCP Objective 6, for burrows 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



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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.

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



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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.

**URBAN/WILDLANDS INTERFACE**

5.7-7 *Development of the proposed alignment would result in urban/wildlife interface impacts.*

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

Implementation of Mitigation Measures 5.7-7a through 5.7-7e would reduce impacts to less than significant levels in this regard.

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.

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

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.



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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.

**PUBLIC/QUASI-PUBLIC LANDS**

5.7-8 *Construction of the proposed alignment would impact 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.

With implementation of recommended Mitigation Measure 5.7-8 the proposed alignment would result in less than significant impacts in this regard.

**JURISDICTIONAL IMPACTS**

5.7-9 *Construction of the proposed alignment would impact jurisdiction under the USACE and CDFG.*

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

With implementation of permit conditions imposed by the agencies, including the provision for providing mitigation, and recommended Mitigation Measures 5.7-2a and 5.7-2b, impacts associated with the proposed alignment area subject to USACE and CDFG purview would be less than significant.

**CUMULATIVE IMPACTS**

Refer to Mitigation Measure 5.7-1a through 5.7-8.

Overall cumulative impacts to wildlife movement would be significant and unavoidable. However, the proposed Project would not result in cumulative considerable impacts to wildlife movement.



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5.8	<b>CULTURAL RESOURCES</b>		
	<b>HISTORIC RESOURCES</b>		
5.8-1	<i>Implementation of the proposed alignment would cause a significant impact to historical resources on-site.</i>	5.8-1a <u>Recordation</u> . 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.  5.8-1b <u>Relocation</u> . 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 <i>Secretary of the Interior's Standards for the Treatment of Historic Properties</i> , 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.	Significant and unavoidable impacts to historic arroyo stone footbridge.



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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.

**ARCHAEOLOGICAL RESOURCES**

5.8-2 *Implementation of the proposed alignment may cause a significant impact to unknown archaeological resources or human remains on-site.*

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.

Implementation of recommended Mitigation Measures 5.8-2a and 5.8-2b would reduce impacts to unknown archaeological resources to a less than significant level.

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



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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.

**PALEONTOLOGICAL RESOURCES**

5.8-3 *Implementation of the proposed alignment may cause a significant impact to buried paleontological resources on-site.*

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.

Implementation of the recommended Mitigation Measures 5.8-3a and 5.8-3b would reduce impacts to unknown paleontological resources to a less than significant level.

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.

**CUMULATIVE IMPACTS**

Refer to Mitigation Measures 5.8-1a through 5.8-3b

Cumulative historical resource impacts would be significant and unavoidable.

**5.9 HYDROLOGY AND WATER QUALITY**

**WATER QUALITY**

5.9-1 *Construction of the proposed Project would not to violate water quality standards or waste discharge requirements.*

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

Compliance with applicable Federal, State, and local regulations and implementation of recommended Mitigation Measures 5.9-1a through 5.9-1d would result in less than significant impacts.



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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, and debris basins. 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, biofiltration strips or swales, and debris basins.
- 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, and a debris basin. 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.
- 5.9-1d In the event that previously unknown soil or groundwater contamination is encountered during Project construction,



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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.

5.9-2 *Operation of the proposed alignment would not violate water quality standards or waste discharge requirements.*

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.

Compliance with applicable Federal, State, and local regulations and implementation of recommended Mitigation Measure 5.9-2 would result in less than significant impacts.



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<b>GROUNDWATER</b>			
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).	5.9-3 No mitigation measures are required.	Less than significant impacts would occur.
<b>DRAINAGE PATTERNS</b>			
<b>Erosion/Siltation</b>			
5.9-4	<i>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.</i>	5.9-4 No mitigation measures are required.	Less than significant impacts would occur.
<b>Flooding</b>			
5.9-5	<i>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.</i>	5.9-5 No mitigation measures are required.	Less than significant impacts would occur.
<b>Drainage System Capacity</b>			
5.9-6	<i>The Project would not 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.</i>	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.	Compliance with applicable State and local regulations and implementation of recommended Mitigation Measures 5.9-6 would result in less than significant impacts.



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<b>INUNDATION</b>			
	5.9-7 <i>The Project would not be subject to inundation by seiche, tsunami, mudflow, or dam failure.</i>	5.9-7 No mitigation measures are required.	Less than significant impacts would occur.
	<b>CUMULATIVE IMPACTS</b>	Refer to Mitigation Measures 5.9-1a through 5.9-1d, 5.9-2, and 5.9-6.	Compliance with Federal, State, and local requirements on a project-by-project basis would reduce cumulative impacts to a less than significant level.
<b>5.10</b>	<b>GEOLOGIC AND SEISMIC HAZARDS</b>		
	<b>SOILS</b>		
	5.10-1 <i>Grading activities would be required to prepare the Project site for the proposed roadway alignment, subsequently resulting in the exposure of soils to short-term erosion by wind and water.</i>	5.10-1 Refer to Mitigation Measures 5.9-1a through 5.9-1c in Section 5.9, HYDROLOGY AND WATER QUALITY.	Implementation of recommended Mitigation Measures 5.9-1a and 5.9-1c in Section 5.9, HYDROLOGY AND WATER QUALITY, would reduce impacts to less than significant levels.
	<b>FAULT RUPTURE</b>		
	5.10-2 <i>Implementation of the proposed alignment has the potential to expose commuters to adverse effects associated with rupture of a known earthquake fault.</i>	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.	Although Mitigation Measure 5.10-2 is recommended to reduce fault rupture impacts, significant and unavoidable impacts would result in this regard.
	<b>SEISMIC GROUND SHAKING</b>		
	5.10-3 <i>Implementation of the proposed alignment may increase the number of people exposed to effects associated with seismically induced ground shaking.</i>	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.	Compliance with the Uniform Building Code, State, County, and City regulations related to seismic ground shaking would reduce this potential impact to less than significant levels. Recommended Mitigation Measures 5.10-3a and 5.10-3b are required to ensure compliance with these regulations.
		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	



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illustrate the proposed alignment complies with Uniform Building Code and the most current engineering standards related seismic ground shaking.

**LIQUEFACTION**

5.10-4 *Implementation of the proposed alignment may increase the number of people subject to substantial adverse effects associated with 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.

Compliance with the Uniform Building Code, State, County, and City regulations related to liquefaction would reduce this potential impact to less than significant levels. Recommended Mitigation Measures 5.10-4a and 5.10-4b are required to ensure compliance with these regulations.

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.

**LANDSLIDES**

5.10-5 *Implementation of the proposed alignment has a low potential of exposing people to seismically induced landslides.*

5.10-5 No mitigation measures are required.

Less than significant impacts are anticipated.

**SUBSIDENCE/EXPANSIVE SOILS/SLOPE STABILITY**

5.10-6 *The proposed alignment could potentially expose commuters or roadways to soil expansion and slope stability as a result of on-site slope/soil stability characteristics.*

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.

Compliance with the Uniform Building Code and implementation of recommended Mitigation Measures 5.10-6a through 5.10-6d would reduce this potential impact to a less than significant level.

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



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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.

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.

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.

**CUMULATIVE IMPACTS**

Refer to Mitigation Measures 5.10-1 through 5.10-4b, and 5.10-6a through 5.10-6d.

The proposed Project would cumulatively contribute to fault rupture impacts.



## 2.3 SUMMARY OF PROJECT ALTERNATIVES

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.6, Section 7.0, ALTERNATIVES TO THE PROPOSED PROJECT, describes a range of reasonable alternatives to the proposed alignment which could feasibly attain the basic objectives of the proposed alignment, while evaluating the comparative merits of each alternative. The analysis focuses on alternatives capable of eliminating significant adverse environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the Project objectives. Potential environmental impacts are compared to impacts from the proposed alignment. The following is a brief description of each alternative evaluated in Section 7.0.

### **“NO PROJECT” ALTERNATIVE**

The No Project Alternative serves as the baseline against which to evaluate the effects of the proposed Project alignment and other project Alternatives. The No Project Alternative would not result in the construction of the proposed alignment. 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. 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.

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. The No Project Alternative was rejected because it would not attain most of the Project objectives.

### **“NO BORDER AVENUE OR CHASE DRIVE/MANGULAR AVENUE CONNECTION” ALTERNATIVE**

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.

This Alternative would reduce impacts compared to the proposed Project in the categories of aesthetics, light, and glare; short-term air quality; and biological



resources. This 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.

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. The No Border Avenue or Chase Drive/Mangular Avenue Connection 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 and would not be a benefit in terms of reduced significant environmental impacts. As such, the “No Border Avenue or Chase Drive/Mangular Avenue Connection” Alternative would result in the same significant and unavoidable impacts as the proposed Project.

### **“WITH CHASE DRIVE/MANGULAR AVENUE CONNECTION” ALTERNATIVE**

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. All of the same basic Project components for Foothill Parkway would be constructed.

This Alternative would reduce impacts compared to the proposed alignment in the categories of 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.

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. The With Chase Drive/Mangular Avenue



Connection 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 and therefore would not be a benefit in terms of reduced significant environmental impacts. As such, the With Chase Drive/Mangular Avenue Connection Alternative would result in the same significant and unavoidable impacts as the proposed Project.

### **“WITH BORDER AVENUE CONNECTION” ALTERNATIVE**

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. All of the same basic Project components for Foothill Parkway would be constructed.

This Alternative would reduce impacts compared to the proposed Project in the categories of 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.

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. The With Border Avenue Connection Alternative was rejected because it would not meet all 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 and therefore would not be a benefit in terms of reduced significant environmental impacts. As such, the With Border Avenue Connection Alternative would result in the same significant and unavoidable impacts as the proposed Project.

### **“REDUCED WIDTH” ALTERNATIVE**

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. All of the same basic Project components for Foothill Parkway would be constructed.



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.

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. 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.

### **“STONE BRIDGE AVOIDANCE” ALTERNATIVE**

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.

As noted in Section 3.0, PROJECT DESCRIPTION, the Project currently 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.

Specific short-term construction and long-term operational impacts, as well as noted mitigation measures discussed in Section 5.0 for the proposed Project are applicable for the “Stone Bridge Avoidance” Alternative. However, this Alternative would result in increased hydrology impacts related to flooding. The Stone Bridge Avoidance Alternative would result in fewer biological resource impacts related to vegetation and would require less mitigation to reduce impacts to less than significant in this regard. The Stone Bridge Avoidance Alternative would fully avoid the significant and



unavoidable cultural resource impact related to the existing historic arroyo stone footbridge.

The “Stone Bridge Avoidance” Alternative would not attain all of the Project objectives to the same degree as the proposed Project. This Alternative would attain Project objective 3 at a lesser degree than the proposed Project.

The Stone Bridge Avoidance Alternative was rejected because:

- ❑ This Alternative would not offer an overall environmental advantage over the proposed Project. Avoidance of a significant and unavoidable impact to cultural resources is offset by a new significant and unavoidable impact related to flooding.
- ❑ This Alternative would attain Project objective 3 at a lesser degree than the proposed Project.
- ❑ This Alternative is infeasible due to social, legal, and policy reasons. Flood Control has indicated they would not approve the debris basin modifications associated with this Alternative. Flood Control is unable to accept the Stone Bridge Avoidance Alternative because of potential safety impacts to upstream and downstream residents.