5.3 PUBLIC HEALTH AND SAFETY

The purpose of this section is to identify, to the extent feasible, recognized environmental conditions in connection with the proposed alignment and identify potential risks to human health. This section is based on the *Preliminary Hazardous Materials Assessment: Foothill Parkway Westerly Extension* (*Preliminary Hazardous Materials Assessment*) prepared by RBF Consulting (RBF), dated August 14, 2007 (Revisal of June 23, 2006) (refer to Appendix 15.3, PRELIMINARY HAZARDOUS MATERIALS ASSESSMENT).

5.3.1 DEFINITION OF TERMS

The United States Environmental Protection Agency (U.S. EPA) and the California Department of Toxic Substance Control (DTSC) have developed and continue to update lists of hazardous wastes subject to regulation. Regulation of hazardous wastes is provided on both the State and Federal levels.

The term “hazardous material” refers to both hazardous substances and hazardous waste. A material is defined as “hazardous” if it appears on a list of hazardous materials prepared by a Federal, State, or local regulatory agency, or if it has characteristics defined as “hazardous” by such an agency. A “hazardous waste” is a “solid waste” that exhibits toxic or hazardous characteristics. The U.S. EPA has defined the term “solid waste” to include many types of discarded materials, including: any gaseous, liquid, semi-liquid, or solid material that is discarded or has served its intended purpose, unless the material is specifically excluded from regulation. Such materials are considered waste whether they are discarded, reused, recycled, or reclaimed.

The term “Recognized Environmental Condition” (REC) refers to “the presence or likely presence of any hazardous substance or petroleum product on a property under conditions that indicate an existing release, a past release or a material threat of a release of any hazardous or non-hazardous substances, which are designated wastes or petroleum products, into structures on the property or into the ground, groundwater or surface water of the property.” Furthermore, the term includes hazardous substances or petroleum products even under conditions in compliance with rules, regulations, and/or law. The *Preliminary Hazardous Materials Assessment* addresses only the surface features observed during the site visit, aerial photograph review, and interviews with applicable regulatory agencies. Subsurface and surface samples were not gathered for the purpose of the analysis.

5.3.2 REGULATORY SETTING

STATE OF CALIFORNIA

Transportation of Hazardous Materials

Transportation of hazardous materials/wastes is regulated by California Code of Regulations (CCR) Title 26. The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce Federal and State regulations and

respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State, and local governmental authorities and private persons through a State-mandated Emergency Response Plan.

Due to the significant short-term risks to public health and the environment associated with hazardous waste management during transportation of wastes, specific Commercial Hazardous Waste Shipping Routes are designated with the intent of minimizing the distance that wastes are transported and the proximity to vulnerable locations.

Department of Toxic Substances Control

The DTSC is the agency responsible for restoration, protection, and enhancement of the environment; ensuring public health, environmental quality, and economic vitality through regulating hazardous waste; conducting and overseeing cleanups; and developing and promoting pollution prevention. The DTSC implements programs that oversees cleanups, prevents releases by ensuring waste is properly generated, handled, transported, stored, and disposed of; enforcing laws; promoting pollution prevention; encouraging recycling and reuse; conducting toxicological evaluation; and involving the public in decisions. DTSC also oversees the siting and cleanup of schools.

California Government Code

Government Code Section 65962.3 requires the DTSC, State Department of Health Services, the State Water Resource Control Board, and the California Integrated Waste Management Board to assemble and annually update lists of hazardous waste sites and hazardous waste properties within California. The Secretary for Environmental Protection distributes these lists to each city and county where sites on the lists are located. Prior to approval of a development project by a lead agency, the applicant shall consult these lists to determine that the project site is not listed.

California Public Resources Code

CEQA statute 21092.6 requires the lead agency to consult with the entities listed above to determine whether a project or alternatives are located on a hazardous waste site.

California Uniform Building Code

California building standards are published in the California Code of Regulations, Title 24, known as the California Building Code (CBC). The California Code of Regulation, Title 24, applies to all applications for residential building permits. The design criteria in the State Uniform Building Code (UBC) consists of 11 parts, which contain administrative regulations for the California Building Standards Commission and for all state agencies that implement or enforce building standards. Part 9 of the California Code of Regulations is known as the California Fire Code and incorporates by adoption the 2000 edition of the Uniform Fire Code of the Western Fire Chiefs Association with necessary California amendments. The California Fire Code contains fire-safety-related building standards referenced in other parts of Title 24.

The 2001 Edition of the California Fire Code contains regulations consistent with nationally recognized accepted practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire explosion, dangerous conditions arising from the storage, handling, and use of hazardous materials and devices, from conditions hazardous to life or property in the use or occupancy of buildings or premises, and provisions to assist emergency response personnel.

Local agencies must ensure the development complies with the guidelines contained in the CBC. Cities and counties have the ability to adopt more restrictive building standards reasonable necessary because of local climatic, geological, or topographical conditions.

COUNTY OF RIVERSIDE

Riverside County Department of Environmental Health

The mission of the Riverside County Department of Environmental Health (RCDEH) is to enhance the quality of life in Riverside County by implementation of effective and efficient environmental health programs to protect the public health, safety, and the environment. The RCDEH is divided into the following three divisions: the Hazardous Materials Management Division (HMMD), the Environmental Resource Management Division (ERMD), and the District Environmental Services Division (DESD). The HMMD is responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans for locations within county jurisdiction. The ERMD has regulatory control over a number of land use and water system based programs, which includes regulation of septic and sewer systems, solid waste facilities, underground storage tank (UST) clean ups, and water systems. The DESD has regulatory control over all food and restaurant based programs, the food worker card exam, pools and spas, vector control, and residential trash and sewage complaints. Due to the nature of the proposed Project, as a roadway alignment, the DESD would not oversee the proposed Project.

CITY OF CORONA

Fire Code

Chapter 15.12, Fire Code, of the *City of Corona Municipal Code*, is applied and utilized to regulate fire safety in the City. The City has adopted all rules, regulations, provisions, and conditions set forth in the California Fire Code as the City's fire code in Chapter 15.12 of the *City of Corona Municipal Code*.

City of Corona Fire Department

The City of Corona Fire Department Hazardous Materials Division (HMD) operates the Disclosure Program and oversees accidental releases, aboveground storage tanks (ASTs), and maintains an inventory of hazardous materials within the City.[1] The HMD is also responsible for responding to and stabilizing hazardous spills within

[1] Diedre Locati, Fire Inspector 2, City of Corona Fire Department, Hazardous Materials Division, per phone communication January 9, 2007.

the City. The Corona Fire Department's Hazardous Materials Disclosure Program addresses the Emergency Planning and Community Right-To-Know Act established by the Federal government. Pursuant to the California Health and Safety Code (HSC), Chapter 6.95, Section 25500 - 25532, a Hazardous Materials Business Plan must be submitted by any business that handles a hazardous material or a mixture containing a hazardous material in cumulative quantities. Businesses are required to provide the Corona Fire Department an inventory of hazardous materials stored or used at the business.

City of Corona General Plan

The *City of Corona General Plan* Public Health and Safety Element provides goals, policies, and implementation measures pertaining to the safe transport, handling, storage, and disposal of hazardous materials within the City and Planning Area. These policies are designed to provide a high degree of public safety, to minimize damage to property, and prevent economic and social dislocation that could occur as a result of a hazardous material spill or leak into the natural and built environments. Hazardous material policies also provide protection to surface and groundwater quality, land resources, air quality, and environmentally significant areas from potential contamination. Applicable goals and policies relative to the Project site within the Public Health and Safety Elements are included in the table below:

Table 5.3-1
Consistency Analysis with the *City of Corona General Plan*
Goals and Policies for Public Health and Safety

GOALS AND POLICIES	PROJECT CONSISTENCY
Public Health and Safety Element Goals	
Goal 11.3: *Ensure that the health, safety and general welfare of residents and visitors of the City of Corona including the overall health of the natural environment is provided through good land use planning and strict adherence and enforcement of the City of Corona Hazardous Material Area Plan, Uniform Fire Code, Certified Unified Program Agency, and other pertinent sources and documents.*	Development of the proposed Project is required to comply with the City of Corona Hazardous Material Area Plan, Uniform Fire Code, Certified Unified Program Agency, and other pertinent sources and documents. Therefore, the Project would be consistent with Goal 11.3.
Environmental Resources Element Policies	
Policy 10.1.3: *In the event that previously unknown soil or groundwater contamination is encountered during construction, suspend construction and implement appropriate health and safety procedures. Where site contamination is identified, implement an appropriate remediation strategy that is approved by the City and DTSC.*	If contamination is identified, a remediation plan approved by the City and DTSC shall be implemented by the proposed Project. Implementation of Mitigation Measure 5.3-1g would ensure compliance with Policy 10.1.3. Therefore, the Project would be consistent with Policy 10.1.3.
Public Health and Safety Element Policies	
Policy 11.3.6: *Require property owners of contaminated sites to develop and implement, at their expense, a site remediation plan to the satisfaction of Riverside County and the DTSC.*	Implementation of Mitigation Measures 5.3-1b, 5.3-1g, and 5.3-1j would ensure compliance with Policy 11.3.6. Therefore, the Project would be consistent with Policy 11.3.6.
Policy 11.3.7: *Minimize the potential risk of contamination to surface water and groundwater resources and implement restoration efforts to resources adversely impacted by past urban and rural land use activities.*	If contamination is identified, a remediation plan approved by the City and DTSC shall be implemented by the proposed Project. Implementation of Mitigation Measures 5.3-1b, 5.3-1g, 5.3-1k, and 5.3-1j would ensure compliance with Policy 11.3.7. Therefore, the Project would be consistent with Policy 11.3.7.

Table 5.3-1 (Continued)
Consistency Analysis with the *City of Corona General Plan*
Goals and Policies for Public Health and Safety

GOALS AND POLICIES	PROJECT CONSISTENCY
	Additionally, the proposed alignment is required to obtain a Section 401 Water Quality Certification and Report of Waste Discharge, approval of a General Construction Activity Storm Water Permit to mitigate potential stormwater runoff impacts. Mitigation 5.9-1c in Section 5.9, HYDROLOGY AND WATER QUALITY, requires the City Engineer, or his designee, shall confirm that project plans and specifications stipulate that on-site drainage shall be in compliance with the NPDES guidelines. Mitigation Measures 5.9-1a through 5.9-1e, and 5.9-5, and compliance with the Federal, State, and local regulations would ensure water quality impacts would be less than significant.

5.3.3 EXISTING CONDITIONS

A visual observation of the proposed alignment was conducted on May 25, 2006 as part of the *Preliminary Hazardous Materials Assessment*. The objective of the site reconnaissance was to obtain information indicating the likelihood of encountering hazardous materials, including hazardous substances and petroleum products (including soils, surface water, and groundwater). During the site inspection, a visual observation of readily accessible areas of the proposed alignment and immediately adjoining properties was performed.

Approximately four structures associated with APN 102-320-009 were noted within the proposed alignment. These structures are associated with a horse rental facility on-site, which includes one large stable structure, two small miscellaneous structures (uses unknown), and one former automobile shop. In addition, one mobile home structure associated with APN 102-320-009 was observed adjacent to the proposed alignment. Several potential RECs were observed and are described below:

- One portable AST, of metal construction, was noted within the existing horse rental facility. The second large metal AST was noted within the central portion of the alignment in association with an unidentified off-site structure.

- One structure located within APN 102-320-009 consisted of a former automobile shop. This structure may store automobile-related chemicals and/or hydraulic lifts associated with automobile shops.

- One unidentified metal pipe, extending out of the ground, was visible within the central portion of the proposed alignment between the water detention basin to the east and a large metal water tank to the west. The unidentified pipe had a metal cap painted yellow.

- Miscellaneous debris (i.e., wood, concrete, 55-gallon drums, miscellaneous household debris, automobiles, scrap metal, and plastic piping, etc.) was present.

- One large metal storage container located on-site at the horse rental facility. The storage container was open and appeared to be utilized as a storage structure for miscellaneous debris and place storage containers.

- Pole mounted transformers were noted within the proposed alignment. Many transformers and other materials, such as hydraulic lifts and associated fluids, contain Polychlorinated Biphenyls (PCBs). The use of PCBs was banned in 1977 and most production/use in 1979.

Several natural gas pipelines traverse the Project site and adjacent properties. A six-inch natural gas pipeline traverses the Project site, along Paseo Grande at Green River. A four-inch natural gas pipeline is located along the proposed Border Avenue connection and extends off-site to Condor Circle. A four-inch natural gas pipeline is located to the north of the Project site along Mabey Canyon Road and Falcon Circle. A two-inch natural gas pipeline is located to the north of the Project site along Condor Circle. Additionally, natural gas pipelines may be present within and surrounding the Project site.

HISTORICAL CONTEXT

Historical aerial photographs, regulatory database searches, and interviews were utilized to assess the history of the proposed alignment and surrounding area. The historical aerial photographs utilized to assess the history of the proposed alignment are summarized in Table 5.3-2, SUMMARY OF AERIAL PHOTOGRAPHS REVIEWED.

Table 5.3-2
Summary of Aerial Photographs Reviewed

Year(s)	Site Use	Site and Adjacent Property Observation
1931 - 1953	Vacant land and agricultural uses.	Surrounding land uses consist of vacant land and agricultural uses. Unimproved roadways are visible traversing and adjoining the proposed alignment.
1968	Vacant land and agricultural uses.	Multiple structures adjacent to the western terminus of the alignment. Surrounding land uses consist of residential development, agricultural uses, and vacant land.
1976 - 1989	Vacant land and agricultural uses.	Multiple structures adjacent to the western terminus of the proposed alignment. Grading activities are visible, which consist of tract homes similar to adjoining residential uses.
1994 - 2002	Vacant land and agricultural uses.	Agricultural uses have decreased within the general area and residential uses have increased. Agricultural activities are visible to the north and east, and vacant land to the south of the alignment.
Source: *Preliminary Hazardous Materials Assessment*, RBF Consulting, August 14, 2007 (Revisal of June 23, 2006).		

The eastern portion of the proposed alignment was historically used for agricultural purposes for several years. Therefore, a combination of several commonly used pesticides (i.e., DDD, DDT, DDE), which are now banned, may have been applied throughout this portion of the proposed alignment. These pesticides may have resulted in residues at concentrations that are considered to be hazardous based on established Federal regulatory levels. The primary concern with historical pesticide

residues is human health risk from inadvertent ingestion of contaminated soil, particularly by children. The presence of moderately elevated pesticide residues in soil presents potential health concerns.

As previously mentioned, approximately five structures were noted adjacent to the proposed alignment and could potentially be impacted by Project construction activities. Based on the reviewed historical aerial photographs, these structures first appear in 1968. Due to the age of the structures (prior to the banned use of asbestos containing materials [ACMs] and lead based paints [LBPs] in 1978), the potential exists for ACMs and LBPs to be present within these structures.

HAZARDOUS MATERIALS

Hazardous materials and the generation of hazardous waste raises an environmental concern when altering, changing, or developing uses. Hazardous materials can take the form of petroleum products including oil and gasoline, vehicular fluids, paint, solvents, cleaning fluids, and pesticides. By-products generated as a result of activities using hazardous materials, such as dry cleaning solvents, oil, and gasoline are considered to be hazardous waste. Commercial uses, especially those with USTs, are most suspect for contamination of soils and groundwater. With remediation techniques and strict guidelines currently in practice, soil contamination typically does not pose a serious health risk, unlike contamination of groundwater.

A review of local regulatory agency records was conducted as part of the *Preliminary Hazardous Materials Assessment*. Several agencies have published documents that list businesses or properties that have handled hazardous materials or waste or may have experienced site contamination. Available public records were provided by Environmental Data Resources, Inc. (EDR) on May 17, 2006. The lists that were reviewed identified no regulatory sites associated with hazardous waste/materials reported along the proposed alignment. No known corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed along the proposed alignment, nor has there been a known investigation for violation of any environmental laws, regulations, or standards, as identified in the database search by EDR (refer to Appendix 15.3 for a complete listing of all databases searched by EDR).

Surrounding properties located within a one-quarter mile radius of the proposed alignment were reviewed to determine whether groundwater contamination or other unauthorized releases have occurred that could potentially affect surface or subsurface conditions of the alignment. The lists reviewed identified eight regulatory properties associated with hazardous waste/materials located within a one-quarter mile radius of the proposed alignment (refer to Table 5.3-3, IDENTIFIED REGULATORY SITES, and Figure 5.3-1, OVERVIEW MAP, for an illustration of listed properties). For a detailed description and a complete list of regulatory sites identified and their status, refer to Appendix 15.3.

Four unauthorized releases related to leaking USTs that have impacted groundwater are present within one-quarter mile of the proposed alignment. Groundwater contamination plumes are relatively localized to the source and topographic conditions generally dictate the movement of groundwater. Thus, the surface gradient is used to determine whether contamination plumes could be moving towards a specific location. The likelihood of groundwater contamination traveling

one-quarter mile or more from a source is extremely limited. Therefore, one-quarter mile is used as a benchmark for determining the potential for on-site contamination.

Table 5.3-3
Identified Regulatory Sites

Site Numbers[1]	Site Name/Address	Direction from Project Site	Regulatory	Site Status	Potential for REC
1	Metropolitan Water District 1980 Adobe Avenue	0.06-mile to the west of the Project site	LUST Cortese	Reported LUST released Diesel to the soil only. Case Closed on July 26, 1990. Reported in the Cortese database.	Low Low (Refer to site status).
1	Corona Power Plant 1980 Adobe Avenue	0.06-mile to the west of the Project site	HIST UST	One reported historical underground storage tank, containing Diesel.	Low Low (No reported contamination).
2	Metropolitan Water District 1950 Adobe Avenue	0.16-mile to the west of the Project site	EMI	Reported release to air within the South Coast Air Quality Management District.	Low Low (No reported contamination to soil or groundwater).
2	Patterson Painting 1952 Adobe Avenue	0.16-mile to the west of the Project site	HAZNET	Reported Unspecified organic liquid mixture. Disposal Method: Recycler.	Low Low (No reported contamination).
3	Sky Ranch 2100 Mabey Canyon Road	0.20-mile north of the Project site	FINDS	Reported within the National Emissions Inventory database.	Low (No reported contamination).
4	City of Corona – Utility Service 1315 East Chase Drive	0.23-mile north of the Project site	FINDS	Reported within the National Emissions Inventory database.	Low Low (No reported contamination).
5	Daniel G. Kramer 1202 West Chase Drive	0.19-mile north of the Project site	HIST UST	Reported one historical underground storage tank, containing product for agriculture.	Low (No reported contamination).
6	William Bernard Hilton 3200 Mangular Avenue	0.09-mile north of the Project site	HAZNET	Reported liquids with pH <UN->2, other inorganic solid waste, and unspecified solvent mixture waste. Disposal Method: Treatment, Tank and Transfer Station.	Low Low (No reported contamination).

Notes:

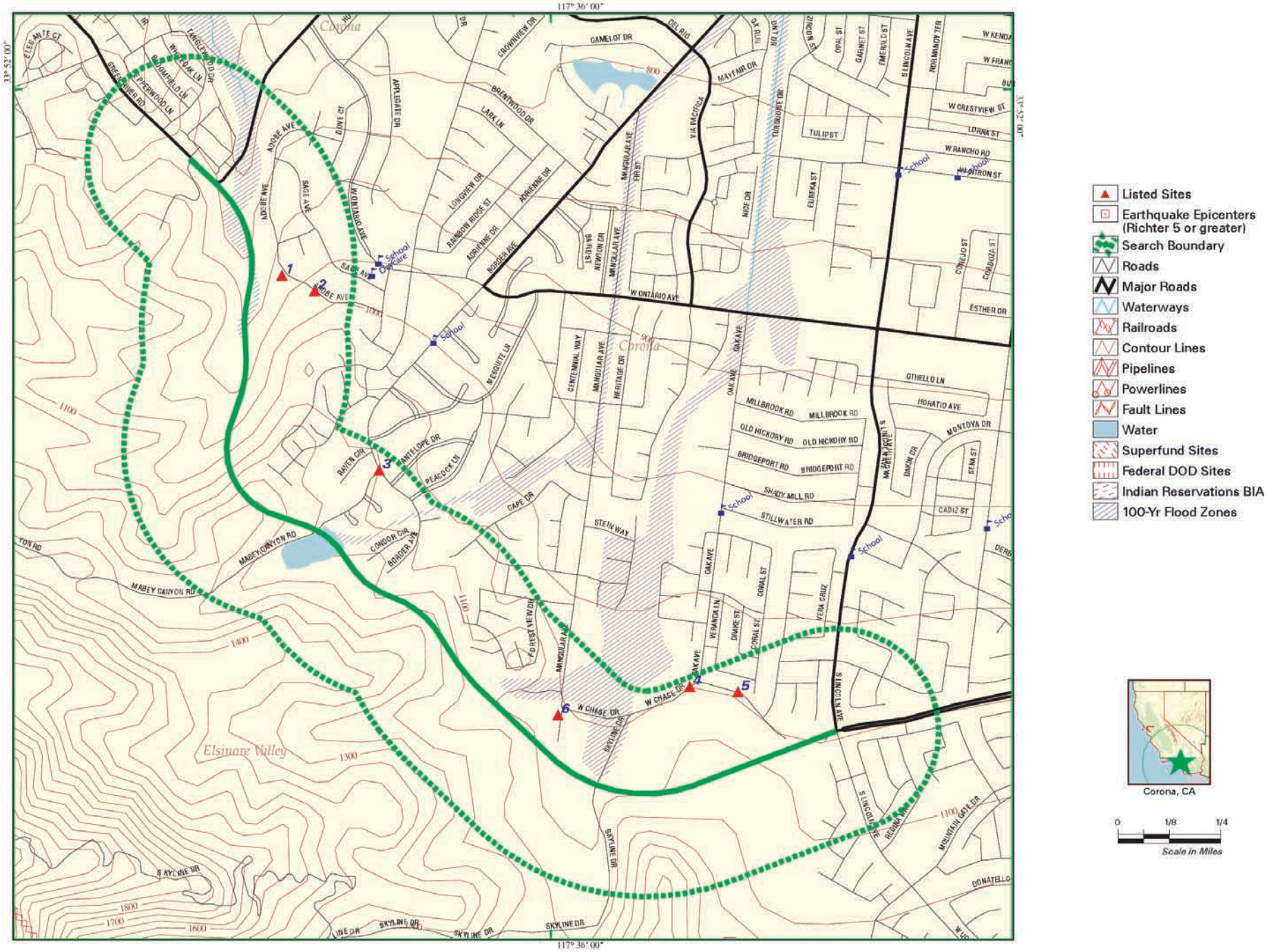
[1] Site numbers correspond to the Listed Site numbers on Figure 5.3-1, OVERVIEW MAP.

Low Potential = Potential to create environmental condition on Project site is considered to be low for one or several factors including, but not limited to, the following: direction of groundwater flow is away from the Project site (down gradient); remedial action is underway or completed at off-site location; distance from Project site is considered great enough to not allow the creation of a potential environmental condition; only soil was affected by the occurrence; and/ or reporting agency has determined no further action is necessary.

Moderate Potential = Potential to create environmental condition on Project site is considered to be moderate and further investigation may be necessary due to one or several factors including, but not limited to, the following: occurrence reported but remedial status unknown; unable to confirm remedial action completed; proximity to Project site; groundwater flow is towards the Project site (up gradient).

High Potential = Potential to create environmental condition on Project site is considered to be high and further investigation necessary due to one or several factors including the following: occurrence noted on-site and status if remedial action unknown; occurrence affected groundwater and is located up gradient from Project site.

Source: *Preliminary Hazardous Materials Assessment*, RBF Consulting, August 14, 2007 (Revisal of June 23, 2006).



Source: EDR, Inc., 2006

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FOOTHILL PARKWAY WESTERLY EXTENSION • DRAFT EIR

Overview Map

Figure 5.3-1

RISK OF ACCIDENT

The *City of Corona General Plan* Circulation Element designates specific roadways on which trucks may travel within the City. These routes direct trucks away from streets that are inappropriate or inadequate to serve substantial truck traffic, unsafe, and inadequate for off-street truck parking and loading. Trucks are allowed to travel on non-designated truck routes only if the truck has an origin or destination at the land use located along the roadway. The proposed Foothill Parkway extension is not identified as a truck route within the City's *General Plan* Circulation Element.

The Metropolitan Water District (MWD) maintains a large water pipeline (the "Inland Feeder") that crosses the proposed alignment approximately 1,000 feet east of Paseo Grande.

WILDLAND FIRES

Southern California has experienced many devastating wildland fires in the past, including fires in the Chino Hills State Park to the northwest and the Santa Ana Mountains to the south. The local foothills support chaparral and coastal sage scrub vegetation, both of which are fire cyclic or fire adapted (i.e., have evolved under conditions of repeated fires). Some chaparral plants even require fire to germinate. The local mountains are very steep and many areas are inaccessible to normal fire-fighting equipment. In addition, the region often experiences hot, dry winds called "Santa Ana" winds in the fall during the time when there is a large amount of dry brush accumulated on upland slopes after the summer growth period. These conditions create a significant threat from wildfires to humans and structures occupied by humans where they are proximate (i.e., the urban-wildland interface).

5.3.4 STANDARDS OF SIGNIFICANCE

SIGNIFICANCE CRITERIA

Significance thresholds in this section are based on CEQA Appendix G, Environmental Checklist Form, as indicated below. A potentially significant health impact would occur if the proposed alignment causes one or more of the following to occur:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (refer to *Impact Statement 5.3-2*);

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment (refer to *Impact Statement 5.3-3*);

- Emit hazardous emissions or handle hazardous or acutely hazardous substances or waste within one-quarter mile of an existing or proposed school (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT);

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT);

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project resulted in a safety hazard for people residing or working in the project area (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT);

- For a project within the vicinity of a private airstrip, if the project resulted in a safety hazard for people residing or working in the project area (refer to Section 10.0, EFFECTS FOUND NOT TO BE SIGNIFICANT);

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to *Impact Statement 5.3-4*); and/or

- 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 (refer to *Impact Statement 5.3-5*).

Potential impacts associated with construction and long-term operation of the proposed alignment have been identified. The impacts are categorized according to topic, then numbered consecutively under each category. Mitigation measures in Section 5.3.6, MITIGATION MEASURES, directly correspond to the numbered impact statements below.

5.3.5 IMPACTS

HAZARDOUS MATERIALS

5.3-1 *Construction activities associated with the proposed alignment have the potential to encounter known hazardous materials or wastes.* ***Significance: With implementation of Mitigation Measures 5.3-1a through 5.3-1k, impacts related to hazardous materials or wastes would be reduced to less than significant levels.***

Impact Discussion: As noted above, no regulatory sites associated with hazardous waste/materials were reported along the proposed alignment, and no corrective action, restoration, or remediation has been planned, is currently taking place, or has been completed. The proposed alignment has not been under investigation for violation of any environmental laws, regulations, or standards. However, the physical site inspection revealed that several potential RECs were observed within the immediate vicinity of the Project site. The Project area consists primarily of undeveloped land with the exception of one former automobile shop, an operating horse rental facility, and two small miscellaneous structures (uses unknown). In addition, one mobile home structure was observed adjacent to the alignment.

Potential RECs observed within the Project site include two portable ASTs, a former automobile shop, one unidentified metal pipe extending out of the ground, miscellaneous debris (i.e., wood, concrete, 55-gallon drums, miscellaneous household debris, automobiles, scrap metal, and plastic piping, etc.), one metal storage container which appeared to be utilized as a storage structure, and pole mounted transformers. Demolition of structures that date pre-1978 could contain asbestos containing materials and lead-based paint, resulting in potential health hazards during demolition/renovation activities. According to the U.S. EPA, asbestos can result in asbestosis, lung cancer, and mesothelioma. Asbestosis is a serious, progressive, long-term non-cancer disease of the lungs. Mesothelioma is a rare form of cancer that is found in the thin lining (membrane) of the lung, chest, abdomen, and heart and almost all cases are linked to exposure to asbestos. According to the U.S. EPA, health effects associated with exposure to high levels of lead (lead levels at or above 80 micrograms per deciliter of blood) include convulsions, coma, and even death. Lower levels of lead can cause adverse health effects on the central nervous system, kidney, and blood cells. Blood lead levels as low as 10 micrograms per deciliter can impair mental and physical development.

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

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

RISK OF ACCIDENT

5.3-2 *Project implementation would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.* ***Significance: Compliance with applicable Federal, State, and local regulations would reduce potential impacts to less than significant levels.***

Impact Discussion: The proposed alignment would not create a significant hazard to the public or the environment from routine transport, use, or disposal of hazardous materials due to the intended use, scope, and nature of the proposed undertaking.

The proposed extension of Foothill Parkway would serve as a secondary four-lane roadway as identified by the *City of Corona General Plan* Circulation Element. Although Foothill Parkway is not identified as a truck route within the City's *General Plan*, the potential exists for the incidental transport of materials and chemicals along Foothill Parkway that meet the definition of "hazardous". Delivery trucks often haul "household" chemicals commonly found in grocery store and/or commercial uses, such as cleaning products and pesticides. In addition, small amounts of hazardous materials may be found in solvents and chemicals used for road maintenance and landscaping. These materials would be similar to those found in household products. With proper use and disposal, these chemicals are not expected to result in hazardous or unhealthful conditions for nearby residents or maintenance workers.

While the risk of exposure to hazardous materials cannot be fully eliminated, measures can be implemented to maintain risks to less than significant levels. As described above, there are several Federal, State, and local regulatory agencies that oversee hazardous materials transportation and enforce regulations related with incidental transport of hazardous materials throughout the State. Impacts are considered less than significant in this regard.

5.3-3 *Construction activities associated with the proposed alignment have the potential to create a significant hazard to the public through foreseeable upset and accidental conditions.* ***Significance: 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.***

Impact Discussion: Project construction activities are not anticipated to result in a significant release of hazardous materials into the environment. Due to the nature and scope of the proposed alignment, it is anticipated that the only reasonable foreseeable risk of upset and accidental release of hazardous materials would occur from a spill associated with the use of petroleum-based fuel construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials associated with construction equipment. The Project Contractor shall be required to use established construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by applicable Federal, State, and local regulations. Therefore, impacts in this regard are considered less than significant.

During construction, it is possible that grading or construction activities could damage on-site natural gas pipelines and the MWD pipeline located approximately 500 feet east of Paseo Grande. A natural gas pipeline rupture could result in environmental contamination and human health effects in the residential areas, once they are developed. The potential for damage or injury as a result of pipeline rupture is moderate in the Project vicinity given the proximity to existing housing, roadways,

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

Mitigation Measure 5.3-3a requires the City of Corona to coordinate and provide pre-construction notification to purveyors with underground pipelines traversing the Project site, prior to excavation/grading activities. Mitigation Measure 5.3-3b requires the City to coordinate the design and construction planning for the roadway extension over the MWD pipeline. At the discretion of the MWD, the MWD shall enter into an agreement with the City to allow its personnel to monitor grading and construction within 100 feet of the pipeline.

Mitigation Measure 5.3-3c requires the Underground Service Alert (i.e., Dig Alert) be contacted prior to construction, 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. Government Code 4216.2(a)(1) requires any person planning to conduct any excavation, except in an emergency, to contact the appropriate regional notification center at least two working days but not more than 14 calendar days prior to commencing that excavation. If the excavation will be conducted in an area that is known, or reasonably should be known, to contain subsurface installations other than the underground facilities owned or operated by the excavator, if practical, the excavator shall delineate with white paint or other suitable markings the area to be excavated. If any pipeline is ruptured during construction, the Corona Fire Department shall be notified (Mitigation Measure 5.3-3d). Should the rupture of an unmarked pipeline occur, the Corona Fire Department shall be contacted for on-site guidance during pipeline removal activities. If the rupture indicates an emergency, 911 shall be dialed.

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

5.3-4 *Project implementation would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.* ***Significance: 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.

Impact Discussion: Refer to Section 5.4, TRAFFIC AND CIRCULATION, for a detailed discussion of measures to minimize construction-related traffic disruption. The extension of Foothill Parkway would provide greater access and improve mobility in south Corona. The proposed connections, Border Avenue and Chase Drive/Mangular Avenue, would provide alternate emergency evacuation routes for the surrounding neighborhoods. This is considered a long-term beneficial impact. The proposed extension would satisfy local design standards related to emergency access and will be consistent with applicable safety criteria including speed, sight distance, signage, and signalization. Therefore, with implementation of Mitigation Measures 5.4-1a and 5.4-1b in Section 5.4, TRAFFIC AND CIRCULATION, the proposed alignment would result in a less than significant impact in this regard.

WILDLAND FIRES

5.3-5 *Project implementation would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.* ***Significance: 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.***

Impact Discussion: The proposed alignment consists of a new roadway alignment, which includes native drought-tolerant species and ornamental landscaping, and does not have the potential to expose existing residents to fire hazards. The proposed alignment traverses the boundary of the Cleveland National Forest and is within close proximity to an existing brush fire area. Although the proposed extension of Foothill Parkway in and of itself does not pose a fire risk, the final design would be subject to review by the City of Corona Fire Department to ensure that fire regulations are met, such as ensuring adequate brush clearance of flammable vegetation to prevent the spread of fire, the provision of fire hydrants, and adequate roadway design to provide for the efficient movement of fire equipment. The new roadway alignment would also serve as a barrier between surrounding urban and wildland interface areas that are particularly vulnerable to wildfire/wildland threats. Less than significant impacts are anticipated in this regard.

CUMULATIVE IMPACTS

Threshold: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

All development within the City of Corona would be required to comply with the regulations, standards, and guidelines for storage, use, and disposal of hazardous materials established by the U.S. EPA, State, Riverside County, and City of Corona. State Route 91 and Interstate 15 are the identified routes within the City for hazardous materials transport. Transport of hazardous materials is required to comply with the regulations of the California Department of Transportation and the

California Highway Patrol. New development would be overviewed by Federal, State, and local agencies and would be required to comply with hazardous materials handling regulations. As each project is required to undergo environmental review and comply with regulations, overall cumulative impacts would be less than significant. Foothill Parkway is not identified as a hazardous materials transport corridor; however, the potential exists for routine transport of hazardous materials from surrounding residential uses. As the Project is required to comply with hazardous materials regulations, the Project will not contribute to cumulative impacts.

Level of Significance Before Mitigation –

Overall Cumulative Impact: Less than significant.

Project Cumulative Contribution: Less than significant.

Level of Significance After Mitigation –

Overall Cumulative Impact: Less than significant.

Project Cumulative Contribution: Less than significant.

Mitigation Measures: None are required.

Threshold: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment.

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

Level of Significance Before Mitigation –

Overall Cumulative Impact: Potentially Significant Impact.

Project Cumulative Contribution: Less Than Significant Impact.

Level of Significance After Mitigation –

Overall Cumulative Impact: Less Than Significant Impact.

Project Cumulative Contribution: Less Than Significant Impact.

Mitigation Measures: 5.3-1a through 5.3-1k and 5.3-3a through 5.3-3d.

Threshold: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Development within the City would increase the City's population and would increase the amount of hazardous materials in the City. Increases in population would increase traffic congestion. The City of Corona Fire Department and the Office of Emergency Services published the City of Corona Emergency Operations Plan (EOP). The *General Plan* includes goals and policies that would provide mitigation for traffic congestion on streets and intersections that would slow emergency response times. Development projects would be required to conduct a project specific environmental review, which would require a traffic impact analysis. Mitigation measures, if applicable, would be implemented prior to construction to ensure impacts to traffic are less than significant. With implementation of the EOP, project specific traffic mitigation, and the goals and policies of the *General Plan*, cumulative impacts would be less than significant. As the Project proposes the construction of a roadway, the project is likely to improve emergency access. Therefore, the Project does not have the capacity to contribute to cumulative impacts.

Level of Significance Before Mitigation –

Overall Cumulative Impact: Less Than Significant Impact.

Project Cumulative Contribution: Less Than Significant Impact.

Level of Significance After Mitigation –

Overall Cumulative Impact: Less Than Significant Impact.

Project Cumulative Contribution: Less Than Significant Impact.

Mitigation Measures: None are required.

Threshold: 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.

The City of Corona is located along the boundary of the Cleveland National Forest and therefore could be subject to wildfires. Additionally, development in the foothills of the western and southern edges of the City is subject to wildland fires. Development within the City along the National Forest boundary and foothill area are required to evaluate the potential for wildland fires during the development specific environmental review. Cumulative development projects identified in Section 4.0, Basis of Cumulative Analysis, are not located within wildland fire areas, with the exception of DPR07-010 (located at 4300 Green River Road). Development project DPR07-010 may be located within a wildland fire interface area, as it is located near the Cleveland National Forest. However, future development would be required to undergo environmental analysis pursuant to CEQA. Project specific mitigation measures would be required to minimize impacts of wildland fires on future urbanized areas. Policies contained within the City's *General Plan* address fire prevention measures on open space lands to reduce the risk of wildland fires. Policy 9.6.1 requires brush clearing and other fire prevention programs on Open Space lands, thereby reducing the possibility for the encroachment of wildland fires onto inhabited areas, while Policy 9.6.2 requires the maintenance of chaparral and other highly flammable vegetation and suggests replacing it with slow-burning and fire-resistant species in natural areas that are proximate to urbanized areas. As concluded in the City's *General Plan EIR*, wildland fire impacts citywide would be reduced to less than significant levels with implementation of *General Plan* policies. The proposed alignment would be landscaped with native drought-tolerant species and ornamental landscaping, which would not have the potential to expose existing residents to fire hazards. The proposed alignment traverses the boundary of the Cleveland National Forest and is within close proximity to an existing brush fire area. The final design shall be reviewed by the City of Corona Fire Department to ensure that fire regulations are met. The new roadway would also serve as a barrier between the Cleveland National Forest and urban uses. Therefore, the Project would not significantly contribute to cumulative impacts.

Level of Significance Before Mitigation –

Overall Cumulative Impact: Potential Significant Impact.

Project Cumulative Contribution: Less Than Significant Impact.

Level of Significance After Mitigation –

Overall Cumulative Impact: Less Than Significant Impact.

Project Cumulative Contribution: Less Than Significant Impact.

Mitigation Measures: None are required.

5.3.6 MITIGATION MEASURES

This section directly corresponds to the identified Impact Statements in the impacts subsection.

HAZARDOUS MATERIALS

5.3-1a The interior of individual structures shall be visually inspected prior to demolition or renovation activities (if necessary). If hazardous materials are encountered, the materials shall be tested and properly disposed of in accordance with State and Federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling would indicate the appropriate level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or RCDEH). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.

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

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 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
- 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 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.

RISK OF ACCIDENT

5.3-2 No mitigation measures are required.

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 shall be contacted for on-site guidance during pipeline removal activities. If the rupture indicates an emergency, 911 shall be dialed.

5.3-4 Refer to Mitigation Measures 5.4-1a and 5.4-1b in Section 5.4, TRAFFIC AND CIRCULATION.

WILDLAND FIRES

5.3-5 No mitigation measures are required.

CUMULATIVE IMPACTS

Refer to Mitigation Measures 5.3-1a through 5.3-1k, and 5.3-3a through 5.3-3d.

5.3.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

All impacts related to public health and safety associated with implementation of the proposed alignment would be considered less than significant with adherence to and compliance with Federal, State, and local regulations and implementation of recommended Mitigation Measures 5.3-1a though 5.3-1k, and 5.3-3a through 5.3-3d. As such, no significant and unavoidable impacts related to public health and safety would result from development of the proposed alignment.

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