



10.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

The City of Corona conducted an Initial Study in June 2007 to determine significant effects of the proposed alignment. In the course of this evaluation, certain impacts of the Project were found to be less than significant due to the inability of a Project of this scope to create such impacts or the absence of Project characteristics producing effects of this type. Additionally, some impacts determined to be potentially significant in the Initial Study have been determined to be less than significant upon further analysis and are also included in this section. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. Some impacts determined to be less than significant in the Initial Study have been evaluated in more detail in Section 5.0, ENVIRONMENTAL ANALYSIS, as new information warranted further consideration. In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impacts found to be less than significant or have no impact. A copy of the Initial Study is found in Appendix 15.1, INITIAL STUDY/NOTICE OF PREPARATION.

AESTHETICS. *Would the Project:*

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

No Impact. The Project is not located within or adjacent to a State scenic highway. Therefore, implementation of the Project would result in no impact in this regard. It should be noted that the Project is located within a City designated scenic highway. The Initial Study, dated June 2007, stated that this significance criterion is a potentially significant impact. However, upon further analysis, this significance criterion has been determined that, as no State scenic highways are located within or surrounding the Project, no impact would occur in this regard; refer to Section 5.2, AESTHETICS, LIGHT, AND GLARE, for an analysis on the resultant visual impacts to the designated City scenic highway.

AGRICULTURE RESOURCES. *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:*

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. The Project is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Project implementation would not result in the conversion of farmland to non-agricultural use.



b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The Project site is located in the City of Corona and unincorporated Riverside County within the City's Sphere of Influence. Within the City of Corona the Project site is currently designated Estate Residential, Low Residential, and Open Space General by the City's *General Plan*. The Project site is currently zoned as Agricultural (A), Single-Family Residential (R-1A), and Single-Family Development (SFD) in the City's *Zoning Ordinance*. Implementation of the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use?*

No Impact. The proposed Project does not involve changes in the existing environment that could result in conversion of farmland to non-agricultural uses. The Project site is urbanized and there are no farmland uses that are occurring on-site or in the immediate vicinity.

AIR QUALITY. *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:*

a) *Conflict with or obstruct implementation of the applicable Air Quality Management Plan or Congestion Management Plan?*

Less Than Significant Impact. The Project site is located within the South Coast Air Basin (SCAB), monitored by the South Coast Air Quality Management District (SCAQMD). Although the proposed Project would represent an incremental negative impact to air quality in the SCAB, of primary concern is that Project-related impacts have been properly anticipated in the regional air quality planning process and reduced whenever feasible. The Project *Air Quality Assessment* concluded that the proposed Project would be consistent with the Air Quality Management Plan.¹

The proposed alignment for the Foothill Parkway extension traverses areas under the jurisdiction of the County of Riverside and the City of Corona. Therefore, the general plans for these local agencies would be relevant to the proposed Project. The City of Corona and the County of Riverside have, for sometime, recognized the desirability of developing a high-grade arterial, which would facilitate continuous east/west travel across the City and provide additional access to State Route 91. Foothill Parkway has been master planned by both the City and County since the 1980s. The proposed Project has been included within both the City of Corona's and the County of Riverside's general plans. As a result, the proposed Project is in conformance with the *Riverside County Comprehensive General Plan* (RCCGP) (February 1990), and the *City of Corona General Plan* (adopted March 17, 2004).

The proposed Project is also included in the *South Corona Community Facilities Plan* (CFP), which was adopted by the City of Corona in 1989 to establish land use policies and infrastructure requirements for that portion of the City located south of Ontario Avenue. The CFP identified proposed circulation improvements to serve the

¹ RBF Consulting, *Foothill Parkway Westerly Extension Air Quality Assessment*, August 11, 2006.



south Corona area, including the extension of Foothill Parkway. The CFP identified a general conceptual alignment for Foothill Parkway with the direction that the City develop a precise alignment and further evaluate design issues. The proposed Project is consistent with the CFP land use policies and infrastructure requirements.

The Foothill Parkway Westerly Extension would have beneficial effects on the planned buildout arterial highway circulation system. Additionally, CO emissions as a result of Project operations would not exceed State, Federal, and SCAQMD standards. The proposed Project would be consistent with the AQMP and therefore result in less than significant impacts.

e) *Create objectionable odors affecting a substantial number of people?*

Less Than Significant Impact. Construction activity associated with the Project may generate detectable odors from heavy-duty equipment exhaust. Construction related odors would be short-term in nature and cease upon Project completion. Proposed land uses could create odors. However, odors during Project operations are not expected to be objectionable. A less than significant impact would result.

GEOLOGY AND SOILS. Would the Project:

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

Less Than Significant Impact. The highest erosion potential occurs in loose and/or shallow soils on steep slopes. Construction of the Project would produce loose soils, which are subject to erosion if the surface area were to be disturbed or vegetation were to be removed. Grading and trenching for construction may expose soils to short-term wind and water erosion. Implementation of erosion control measures as required in Section 15.36.060 of the *Municipal Code* and adherence to all requirements set forth in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would reduce potential impacts to less than significant levels.

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

Less Than Significant Impact. Refer to Geology and Soils response (a)(1), above.

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

Less Than Significant Impact. Expansive soils are typically those of high clay content that swell and shrink during wet and dry climatic events, respectively. Remedial earthwork or in-situ treatment of soils can reduce potential adverse impacts to structures and paving. Also, structures can be designed to accommodate forces due to soil expansion. The proposed Project would be subject to a site-specific geotechnical analysis, where soil with the potential to collapse or expand will be identified, evaluated, and mitigated. Additionally, the proposed Project would be designed in compliance with applicable building codes, reducing impacts to a less than significant level.



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

No Impact. The Project proposes a roadway alignment that would extend Foothill Parkway to Green River Road. It would not be necessary to install septic tanks or alternative wastewater disposal systems. Therefore, Project-level impacts to geology and soils would not result from construction of the proposed Project in this regard. Since the Project would not involve the use of septic tanks or alternative wastewater disposal systems, no impact would occur and no further analysis is required.

HAZARDS AND HAZARDOUS MATERIALS. Would the Project:

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

Less Than Significant Impact. The proposed Project would not create a significant hazard to the public or the environment from the routine transport, use, or disposal of hazardous materials. Small amounts of hazardous materials may be found in solvents and chemicals used for road maintenance and landscaping. The materials would be similar to those found in common household products, such as cleaning products or pesticides. Hazardous materials used in construction and operation of the proposed Project would be subject to City, State, and federal regulations, reducing impacts to a less than significant level.

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

Less Than Significant Impact. Proposed Project uses are not anticipated to result in the creation of health hazards following compliance with health and safety regulations. The proposed uses would not use, generate, or dispose of hazardous materials in large quantities. As stated, hazardous materials used in construction and operation of the proposed Project would be subject to City, State, and federal regulations, reducing impacts to a less than significant level.

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

No Impact. The Project site is located within one-quarter mile of Adams Elementary School on Border Avenue, and Franklin Elementary School on Oak Avenue. However, as stated in Response 4.7(a)(b), the Project would not result in hazardous emissions or the handling of hazardous or acutely hazardous materials. No impacts would occur in this regard.

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



Less Than Significant Impact. The Project site currently consists of primarily vacant land and five on-site structures. A Preliminary Hazardous Materials Assessment has determined that there is no contamination or a recognized environmental condition (REC) on-site.² A less than significant impact would result. Further analysis in the EIR regarding this topic is not required.

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

No Impact. The Project site is not located within an airport land use plan. The Corona Municipal Airport is located approximately 3.5 miles north of the Project site. The proposed roadway alignment would connect Foothill Parkway to Green River Road and would not create a safety hazard for the people residing or working in the Project area. No impacts would occur in this regard. Further analysis in the EIR regarding this topic is not required.

- f) *For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?*

No Impact. Refer to Hazards and Hazardous Materials response (e), above.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. The proposed roadway extension Project would not interfere with an adopted emergency response or evacuation plan. It would provide greater access and improve mobility in case of an emergency. The proposed roadway would also serve as a firebreak between urban and wildland areas. The proposed Project is required to comply with applicable City of Corona Fire Department codes for emergency vehicle access. In addition, the Project may not impede emergency access for adjacent or surrounding properties during construction or operation. Thus, the Project would result in a less than significant impact with respect to emergency access.

- h) *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?*

Less Than Significant Impact. The proposed Project consists of a roadway alignment and associated native and ornamental landscaping, which would not pose a significant fire hazard. The Project site is adjacent to the Santa Ana Mountains and in proximity of a brush fire area; however, no structures or dwelling units are proposed. Additionally, the Project would be subject to review by the City of Corona Fire Department to ensure that fire regulations are met, such as ensuring adequate clearance of flammable vegetation to prevent the spread of fire across the proposed

² RBF Consulting, *Preliminary Hazardous Materials Assessment for the Foothill Parkway Westerly Extension*, June 23, 2006.



roadway. Thus, compliance with applicable provisions and fire codes pertaining to control of fires would result in a less than significant impact.

HYDROLOGY AND WATER QUALITY. Would the Project:

- a) *Violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact. The Project site is located in a highly urbanized area and surrounded by various drainage channels. The Project proposes to accommodate street runoff by directing street surface flows during storm events to drainage facilities such as culverts and oversized drains. Several improvements to existing drainage facilities would be incorporated. The Project proposes the construction of a storm water conveyance facility in Wardlow Wash, modifications to the RCFC&WCD Mabey Canyon Debris Basin, and incorporates drainage improvements to facilitate continued flow through a culvert at Kroonen Canyon to the Oak Street Debris Basin.

Impacts related to water quality would range over three different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; 2) following construction, prior to the establishment of ground cover, when the erosion potential may remain relatively high; and 3) following completion of the Project, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Federal water quality objectives are dictated by Section 303(d) of the Clean Water Act (CWA) and the U.S. Environmental Protection Agency (EPA) water quality planning and management regulations, which require states to identify waters that do not meet, or are expected to meet, water quality standards, even after technology-based or other required controls are in place. The channels that receive discharge from the Project (Temescal Wash and Wardlow Wash) are not 303(d) listed. The Santa Ana River, downstream of Temescal Wash and Wardlow Wash, is also not 303(d) listed.

The proposed Project would result in disturbance of soil that would require compliance with the NPDES General Permit, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities. This Statewide General Construction Permit regulates discharges from construction sites that disturb one or more acres of soil. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least one acre of total land area must comply with the provisions of the NPDES Permit, and develop and implement an effective Storm Water Pollution Prevention Plan (SWPPP) before the beginning of construction. Implementation of the plan would start with the commencement of construction and would continue through the completion of the proposed Project.

Compliance with Statewide NPDES General Permit for Storm Water Discharges Associated with Construction Activities, which would prevent storm water pollution from impacting waters of the U.S. in the vicinity of the Project area, would be required. Impacts would be less than significant.



- b) *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 drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less Than Significant Impact. Although the Project would increase the impervious area by approximately 21.6 acres, the overall impact this represents to the Santa Ana Watershed is insignificant.³ Since the proposed roadway alignment is a relatively small linear project within a large watershed, the increase in impervious area is less than one percent of the watershed and therefore would not substantially deplete groundwater supplies or interfere with groundwater recharge. Additionally, storm water runoff from the proposed Project drains to engineered flood control channels, one of which is concrete lined, which better controls the discharge from the proposed Project. Impacts would be less than significant.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. As previously stated, the proposed Project would increase the impervious area of the watershed by less than one percent. This increase in runoff generated by the proposed Project is considered insignificant and would not result in potential impacts. Additionally, storm water runoff from the Project site drains to engineered flood control channels, which prevents erosion. Furthermore, the Water Quality Assessment for the proposed Project has evaluated the potential to cause hydrologic change or condition of concern that could significantly impact downstream channels. The Water Quality Assessment has determined that the proposed Project would not cause a hydrologic condition of concern, since runoff from the Project site drains to engineered channel facilities. The increase in runoff volume caused by the proposed Project is insignificant. As a result, Project implementation would not significantly alter the existing drainage pattern of the area resulting in substantial erosion or siltation on-site or in the Project vicinity. Less than significant impacts would occur in this regard.

- d) *Substantially alter the existing drainage pattern of the site or area, including through 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?*

Less Than Significant Impact. Refer to Hydrology and Water Quality response (c), above.

- e) *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?*

Less Than Significant Impact. Refer to Hydrology and Water Quality response (a), above.

³ RBF Consulting, *Foothill Parkway Extension Water Quality Assessment*, June 2006.



- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

Less Than Significant Impact. According to the *City of Corona General Plan EIR*, major historical floods have occurred along the Temescal Wash and in the western portion of the City, where storm sheet flows resulting from overflows of the local channels and drains have produced a variety of damage. The 100-year flood hazard areas within the City are located along Temescal Creek, Mabey Canyon Wash, and the portion of Temescal Wash east of I-15.⁴

Although development of the proposed Project is within the City's 100-year flood hazard areas, it would be subject to the provisions of Title 18 (Flood Plain Management) in the City of Corona *Municipal Code*. Recognizing that the flood hazard areas of the City are subject to periodic inundation that can adversely affect the public health, safety and general welfare, the purpose of Title 18 is to minimize public and private losses due to flood conditions by ensuring proper design of structures to prevent against flood damages. Additionally, Title 18 also includes provisions for preventing or regulating the construction of flood barriers which would unnaturally divert floodwaters or which may increase flood hazards in other areas. The proposed roadway alignment would not result in the redirection of flood flows in a manner that would subsequently lead to the loss of adequate flood conveyance in the City.

A Drainage Area Master Plan (DAMP) for the City of Corona was also developed in 1999. The DAMP identifies the major drainage system deficiencies, and proposes corrective improvements that incorporate the future land development within the City. Implementation of the DAMP would provide additional control over drainage concerns, and may reduce the dangers associated with flooding during storm events in the City. Furthermore, any new development or work within the City that involves the RCFC&WCD right-of-way, easements, or facilities would require the obtainment of an encroachment permit from the RCFC&WCD.

To ensure that the potential for flooding in the City would be further minimized, the City's *General Plan* has identified as a goal in its Hazard Element the reduction of the potential risk of flood hazards to community property and human life. This and other policies identified in the *General Plan* would minimize the effects of flooding hazards. Therefore, the impact involving the placement of structures within a 100-year flood area would be less than significant.

- h) *Place within a 100-year flow hazard area structures which would impede or redirect flood flows.*

No Impact. Refer to Hydrology and Water Quality response (g), above.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

⁴ EIP Associates, *City of Corona General Plan Final Environmental Impact Report*, March 2004.



No Impact. Refer to Hydrology and Water Quality response (g), above.

j) *Inundation by seiche, tsunami, or mudflow?*

Less than significant. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The potential for tsunamis and seiches impacting the proposed roadway alignment is not considered a risk due to the Project site's distance from the Pacific Ocean and the absence of lakes or large bodies of water in the immediate area.

LAND USE AND PLANNING. Would the Project:

a) *Physically divide an established community?*

Less Than Significant Impact. The Project site is located at the western edge of the City of Corona, and borders unincorporated areas of Riverside County and the Cleveland National Forest. The proposed roadway alignment would parallel the boundary between the City of Corona and unincorporated Riverside County. Extension of Foothill Parkway to Green River Road would enhance access between the City of Corona and unincorporated Riverside County. The Project would not introduce buildings or infrastructure that would physically divide an existing community. Therefore, no further analysis of this issue is necessary.

b) *Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the Project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant Impact. The construction and operation of the proposed Project would not conflict with any applicable habitat conservation plan, natural community conservation plan, and/or agency policies. Foothill Parkway is designated on the *City of Corona General Plan* Circulation Element as a secondary highway. Implementation of the proposed Project would be consistent with the City's *General Plan*, and the policies of the South Corona Specific Plan. The *General Plan* has identified the completion of Foothill Parkway as a critical transportation issue to serve east/west traffic and help alleviate congestion on other east/west routes.⁵ Zoning would not be an issue for the proposed roadway alignment as roadways are allowed in all zoning classifications. Therefore, the proposed roadway alignment would not conflict with any land use plans or policies, and no impacts would result from the construction and operation of the proposed Project.

⁵ EIP Associates, *City of Corona General Plan*, Adopted March 17, 2004.



- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. There are no habitat conservation plan(s) or natural community conservation plan(s) applicable to the Project site or Project area. As such, Project implementation would not conflict with any habitat conservation plans. Therefore, no further analysis of this issue is necessary.

MINERAL RESOURCES. Would the Project:

- a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. According to the *General Plan*, most of the active mines or quarries producing clay and construction aggregates within the City are located east of the I-15, approximately three miles from the Project site. The proposed Project would not impact the existing active mines within the City that would continue to operate upon implementation of the proposed *General Plan*, as the areas containing these sites would be designated for industrial use. The remaining existing mine or quarry sites that are located in the western and southern portions of the City have been abandoned, and have already been replaced by other existing land uses. There are no mining activities at the Project site or in the Project vicinity. Additionally, the California Geological Survey (CGS) has not classified the site as being located in a principal mineral-producing locality. Implementation of the proposed Project would not result in the loss of availability of such resources considered to be of value to the region or the State.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. Refer to Mineral Resources response (a), above. As the Project is not a designated mineral extraction site or a regionally or locally-important significant mineral resources area, Project implementation would not create an impact, and no additional analysis of this issue is necessary.

NOISE. Would the Project result in:

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

Less Than Significant Impact. The Project site is located approximately 3.5 miles of the Corona Municipal Airport. As such, the proposed Project would not conflict with the Corona Municipal Airport Comprehensive Land Use Plan. The proposed roadway alignment would not expose people residing or working in the Project area to excessive noise levels. Therefore, no further analysis of this issue is required.



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

No Impact. The Project is not located in the vicinity of a private airstrip. Therefore, the proposed Project would not expose people to excessive noise levels associated with the operation of a private airstrip, and no further analysis of this issue is necessary.

POPULATION AND HOUSING. Would the Project:

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

Less Than Significant Impact. The proposed Project would be developed to connect Foothill Parkway to Green River Road. The Project would not propose any new development that would influence existing or long-term growth for the area. The proposed Project would not reduce or eliminate any physical constraints to development of nearby areas, as these areas are already developed or planned for development. The proposed Project would, however, facilitate planned growth by providing planned infrastructure. The proposed Project would serve to alleviate current traffic levels on existing east/west roadways that serve the existing uses. The proposed roadway alignment is accounted for in the City's *General Plan* and is not otherwise of the scope or nature to induce substantial population growth in the area. Therefore, no further analysis of this issue is required.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact. The proposed Project would not directly impact any homes, except for the mobile home structure associated with the horse stable facility. The proposed Project would not displace any other housing. As a result, the proposed Project would not result in the displacement of a substantial number of residential units or people. Sufficient housing stock is available in the City of Corona so that construction of new units to replace any potentially displaced units would not be required. Therefore, no further analysis of this issue is required.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. Refer to Population and Housing response (b), above.

PUBLIC SERVICES. Would the Project:

- a) *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*



1) *Fire protection?*

Less Than Significant Impact. The City of Corona Fire Department (Fire Department) provides fire protection and emergency response to the Project area. The Fire Department provides fire protection services through seven fire stations located throughout the City. The Corona Fire Department has formal mutual aid agreements with the City of Norco, the City of Riverside, Riverside County, Orange County, and San Bernardino County Fire Departments, as well as with the United States Forest Service and the California Department of Forestry and Fire Protection. Fire Station 5, located at 1200 Canyon Crest, and Fire Station 6, located at 110 West Upper Drive, are both within a mile of the Project site.

Additionally, the proposed Project would facilitate emergency response times by providing improved access to the existing homes and area in south Corona. The proposed Project would open up an area with minimal development, resulting in more people traversing the area. This could result in a minimal increase for fire hazards; however, the roadway would also serve as a fire break in case of a wildland fire. The proposed Project would also be subject to review by the Fire Department to ensure that the Project complies with fire requirements. It is not anticipated that the proposed Project would create the need for additional fire protection facilities. Therefore, further analysis of potential impacts associated with fire protection is not required.

2) *Police protection?*

Less Than Significant Impact. The Corona Police Department (CPD) provides local police services within the City of Corona. Located at 849 West 6th Street, adjacent to City Hall, the CPD provides services in crime investigation, offender apprehension, community awareness programs, and other services such as traffic control. The proposed roadway extension Project would improve traffic circulation and emergency response times in the area. Therefore, further analysis of potential impacts associated with police protection is not required.

The overall Project design would be required to provide adequate emergency vehicle access. The CPD would review the site plan as a standard condition of approval in order to ensure adequate access and safety measures are provided. As a result, impacts would be less than significant.

3) *Schools?*

Less Than Significant Impact. The proposed Project would not create any direct demands on the school system. Implementation of the proposed Project would not result in the need for the construction of additional school facilities. Senate Bill 50 (SB 50), enacted in 1998, is a program for funding school facilities largely based on matching funds. SB 50 allows the Corona-Norco Unified School District to levy a fee, charge, dedication, or other requirement against any development Project within its boundaries, for the purpose of funding the construction or reconstruction of school facilities. The payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a Project to levels that are less than significant (Government Code Section 65995). Therefore, no further analysis of potential impacts associated with schools is required.



4) *Parks?*

Less Than Significant Impact. The proposed Project would not create direct demands on the parks and recreation system or increase the demand for additional recreational facilities. The proposed Project would improve access in the general vicinity, including the Cleveland National Forest. The existing park areas would not be significantly impacted from proposed roadway extension. Therefore, further analysis in the EIR is not required.

5) *Other public facilities?*

Less Than Significant Impact. No additional public facilities are anticipated to be impacted by the proposed Project. Therefore, no further analysis is required.

RECREATION.

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

Less Than Significant Impact. Refer to Public Services response (a)(4), above.

- b) *Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Less Than Significant Impact. Refer to Public Services response (a)(4), above.

TRANSPORTATION/TRAFFIC. Would the Project:

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. As discussed previously, the closest airport to the Project site is the Corona Municipal Airport, which is located approximately 3.5 miles north of the Project site. The Project site is not located within the planning boundary of the Corona Municipal Airport. The Project does not propose any uses that would increase the frequency of air traffic or alter air traffic patterns. As such, safety risks associated with a change in air traffic patterns would not occur and no further analysis of this issue is necessary.

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

No Impact. There are no existing hazardous design features such as sharp curves or dangerous intersections on-site. Roadway access would be required to comply with all City design standards, which would reduce potential impacts to a less than significant level.



- e) *Result in inadequate emergency access?*

Less Than Significant Impact. The Project proposes the extension of Foothill Parkway to Green River Road, and is intended to improve circulation and access in the Project area. The proposed Project would be required to comply with applicable City of Corona Fire Department codes for emergency vehicle access. In addition, the Project may not impede emergency access for adjacent or surrounding properties during construction or operation. Thus, the Project would result in a less than significant impact with respect to emergency access and no further analysis of this issue is necessary.

- f) *Results in inadequate parking capacity?*

Less Than Significant Impact. The proposed roadway extension Project would not generate the demand for additional parking. However, construction associated with the Project may impact curbside parking within the residential areas in the Project area. Any impacts would be short-term and cease upon Project completion. Therefore, no significant impacts would result from the proposed Project. Further analysis of potential impacts regarding parking capacity is not required.

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

No Impact. The proposed Project does not interfere with any programs supporting alternative transportation, and would not disrupt any public transit lines or transit stops. The proposed roadway extension would improve the circulation and access within the Project area. The closest transit lines to the Project site are Riverside Transit Agency (RTA) Route 3 and the Blue Line. These lines come within one-quarter mile of the Project site; however, construction and operation of the proposed Project would not disrupt service. As such, the Project would result in a less than significant impact with respect to alternative transportation and no further analysis of this issue is necessary.

UTILITIES AND SERVICE SYSTEMS. Would the Project:

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less Than Significant Impact. The Santa Ana Regional Water Quality Control Board (SARWQCB) protects ground and surface water quality within the Project area. The SARWQCB has adopted NPDES Permits and Waste Discharge Requirements (WDRs), which regulate discharges into the City's water supply. The proposed Project would be required to comply with the conditions of the NPDES permit, both during construction activities and during operations. Thus, no significant impacts are anticipated and no further analysis is required.

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



Less Than Significant Impact. Refer to Utilities and Service Systems response (a), above.

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

Less Than Significant Impact. The proposed Project, which would extend Foothill Parkway to Green River Road, would not result in an increase of wastewater generated at the site. Further analysis in the EIR regarding this topic is not required.

- d) *Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant Impact. The proposed Project would not require additional entitlements or resources regarding water supply. Any water for irrigation purposes would be negligible since the Project proposed the use of native drought tolerant species, consistent with City-approved landscaping themes. Furthermore, the City would require the Project to use reclaimed water for irrigation if available infrastructure is present to serve the Project site prior to Project construction. As such, the EIR will incorporate mitigation measure(s) to further reduce potable water supply impacts which may result from implementation of the proposed Project. Therefore, a less than significant impact would occur in this regard.

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

Less Than Significant Impact. Refer to Utilities and Service Systems response (a), above.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?*

Less Than Significant Impact. The proposed roadway extension Project would not produce solid waste, or contribute to the City's volume of solid waste disposal. Therefore, no additional analysis is required.

- g) *Comply with federal, state and local statutes and regulations related to solid waste?*

Less Than Significant Impact. The Project must comply with adopted programs and regulations pertaining to solid waste. Refer to Utilities and Service Systems response (f), above.



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