INITIAL STUDY/ENVIRONMENTAL CHECKLIST

Foothill Parkway Westerly Extension

LEAD AGENCY:

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June 8, 2007

JN 10-104629

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1.0 INTRODUCTION

The proposed Foothill Parkway Westerly Extension project is located in the southern portion of the City of Corona along the base of the Santa Ana Mountains and would involve the extension of Foothill Parkway as a four-lane roadway, from approximately 500 feet west of Skyline Drive to Green River Road. At Skyline Drive, the roadway would veer to the west into unincorporated Riverside County and continue in an east/west direction along the City/County boundary. The alignment would then curve to the north and connect with Green River Road in the vicinity of Paseo Grande. The project will be designed to protect the existing 108-inch Metropolitan Water District (MWD) feeder line located approximately 500 feet east of Paseo Grande. The proposed improvements would require right-of-way (R/W) acquisition for roadway improvements, slopes, and drainage facilities. The proposed project also includes up to three new signalized intersections.

Following preliminary review of the proposed project, the City of Corona has determined that the proposed project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the potential for direct, indirect, and cumulative environmental effects associated with the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Section 21000 - 21177), this Initial Study has been prepared to analyze the proposed project in order to identify any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with Section 15063 of the *CEQA Guidelines*, as amended, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Corona (the City), in consultation with other jurisdictional agencies, to determine whether a Negative Declaration or Environmental Impact Report (EIR) would be required for the proposed project. The purpose of this Initial Study is to inform City decision-makers, affected agencies, and the public of potential environmental impacts associated with construction and implementation of the proposed project.

The Initial Study and NOP will undergo a 30-day public review period. During this review, comments by the public on the project relative to environmental issues are to be submitted to the City. The City will review and consider all comments as a part of the project's environmental analysis, as required in Section 15082 of the *CEQA Guidelines*, as amended. The comments received with regard to this NOP and Initial Study will be included in the project environmental document, for consideration by the City.

1.2 CONSULTATION

In accordance with Section 15082 of the *CEQA Guidelines*, this Initial Study is being distributed to the State Clearinghouse and Responsible and Trustee Agencies, along with the Notice of Preparation.

1.3 INCORPORATION BY REFERENCE

The references outlined below were utilized during preparation of this Initial Study. These documents are available for review at the City of Corona Public Works

Department, located at 400 South Vicentia Avenue, Corona, California 92882. The following paragraphs provide a summary of applicable regional and City-wide planning documents that anticipate the completion of Foothill Parkway as currently proposed:

City of Corona General Plan. The City of Corona General Plan, adopted March 17, 2004 (Resolution No. 2004-034), is a policy document designed to give long-range guidance for decision-making affecting the future character of Corona. It represents the official statement of the community's physical development as well as its economic, social, and environmental goals. The General Plan Circulation Element describes the location and extent of planned circulation facilities and services, and identifies standards for those facilities. The Circulation Element outlines the long-term plan for roadways, including the number of lanes, R/W, and general operating conditions. The proposed Foothill Parkway Westerly Extension is consistent with the circulation and other applicable elements of the City's General Plan. The General Plan Circulation Element designates Foothill Parkway as a Secondary four-lane arterial from I-15 to Paseo Grande.

Riverside County Comprehensive General Plan. The Riverside County Comprehensive General Plan (RCCGP) (February 1990) is designed to provide an administrative guideline for the County in providing services for the residents of the County. This is accomplished though the County's implementation of the General Plan's Administrative Element and the programs located in other Elements of the Plan. The RCCGP is also used to determine appropriate land uses and infrastructure requirements for sites within the County. In conjunction with this use, development and infrastructure improvement projects are reviewed for consistency with the RCCGP.

Foothill Parkway's ultimate designation is a Secondary Arterial (4-lane, divided roadway, 100 foot R/W) per the County's Circulation Element. The portion of Foothill Parkway that extends beyond the limits of the City is in conformance with the RCCGP Circulation Element.

South Corona Community Facilities Plan. The South Corona Community Facilities Plan (CFP) 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 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.

Sierra Del Oro General Plan Amendment EIR. The Sierra Del Oro General Plan Amendment EIR (August 1985) refers to the proposed Chase Drive Extension (now referenced as Foothill Parkway Westerly Extension), extending from Mangular Avenue, westerly to the Green River Road/Paseo Grande intersection. The EIR states that this connection would serve as a key element to facilitate east/west travel and would provide an important arterial facility for the City.

South Corona Agricultural Area General Plan Amendment EIR. The Final EIR for the South Corona Agricultural Area (November 1985) concludes that the Foothill Parkway Westerly Extension would significantly mitigate traffic impacts to/from the South Corona

Agricultural Area on the southern portions of Main Street, Grand Boulevard, and Lincoln Avenue.

Western Riverside Multi-Species Habitat Conservation Plan. The Western Riverside Multi-Species Habitat Conservation Plan (MSHCP) is a criteria-based plan, focused on preserving individual species through habitat conservation. The MSHCP is one element of the Riverside County Integrated Project (RCIP), a comprehensive regional planning effort begun in 1999. The purpose of the RCIP is to integrate all aspects of land use, transportation, and conservation planning and implementation in order to develop a comprehensive vision for the future of Riverside County. The Foothill Parkway Westerly Extension is part of the regional transportation project proposed for the County and is identified as a Covered Activity under the MSHCP. As a Covered Activity, the impacts would be mitigated through participation in the Plan, through implementation of construction best management practices, completing necessary species surveys, and meeting specific species conservation objectives.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The proposed Foothill Parkway Westerly Extension project is located in the southern portion of the City of Corona along the base of the Santa Ana Mountains; refer to Exhibit 1 (Regional Vicinity). The roadway would generally extend westerly from its existing terminus approximately 500 feet west of Skyline Drive to Green River Road for a distance of approximately two miles. Portions of Foothill Parkway have been recently completed as a four-lane divided roadway from Interstate 15 (I-15) to Skyline Drive. Green River from west of Paseo Grande to Tanglewood Drive will be widened to a four-lane roadway. The remainder of Green River Road to State Route 91 (SR-91) is paved as a four-lane roadway. A portion of Green River Road from SR-91 to Palisades Drive is improved as a four-lane roadway and will be ultimately improved to a six-lane roadway in the future in conjunction with improvements at the SR-91/Green River Road interchange.

The roadway extension is situated along the northeastern base of the Santa Ana Mountains and transects both private and public properties within the City of Corona and County of Riverside; refer to Exhibit 2 (Site Vicinity). The proposed alignment is located adjacent to the Cleveland National Forest under jurisdiction of the United States Forest Service (USFS). The proposed alignment traverses undeveloped terrain generally in an east/west direction and would cross the Mabey Canyon Debris Basin and traverse the existing 108-inch MWD feeder line located approximately 1,000 feet southeast of Paseo Grande; refer to Exhibit 3 (Site Plan). Topography through the alignment generally ranges from gently sloping terraces transected by ravines in the eastern and western portions of the alignment, to steep mountainous terrain in the central portion of the alignment. Elevations range from approximately 800 to 1,300 feet above mean sea level (msl).

Land uses surrounding and adjacent to the project alignment include residential uses, vacant properties, limited agricultural uses, and USFS property; refer to Figures 4A, 4B, and 4C (Existing Conditions Photographs). The City of Corona Zoning Ordinance

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not to scale

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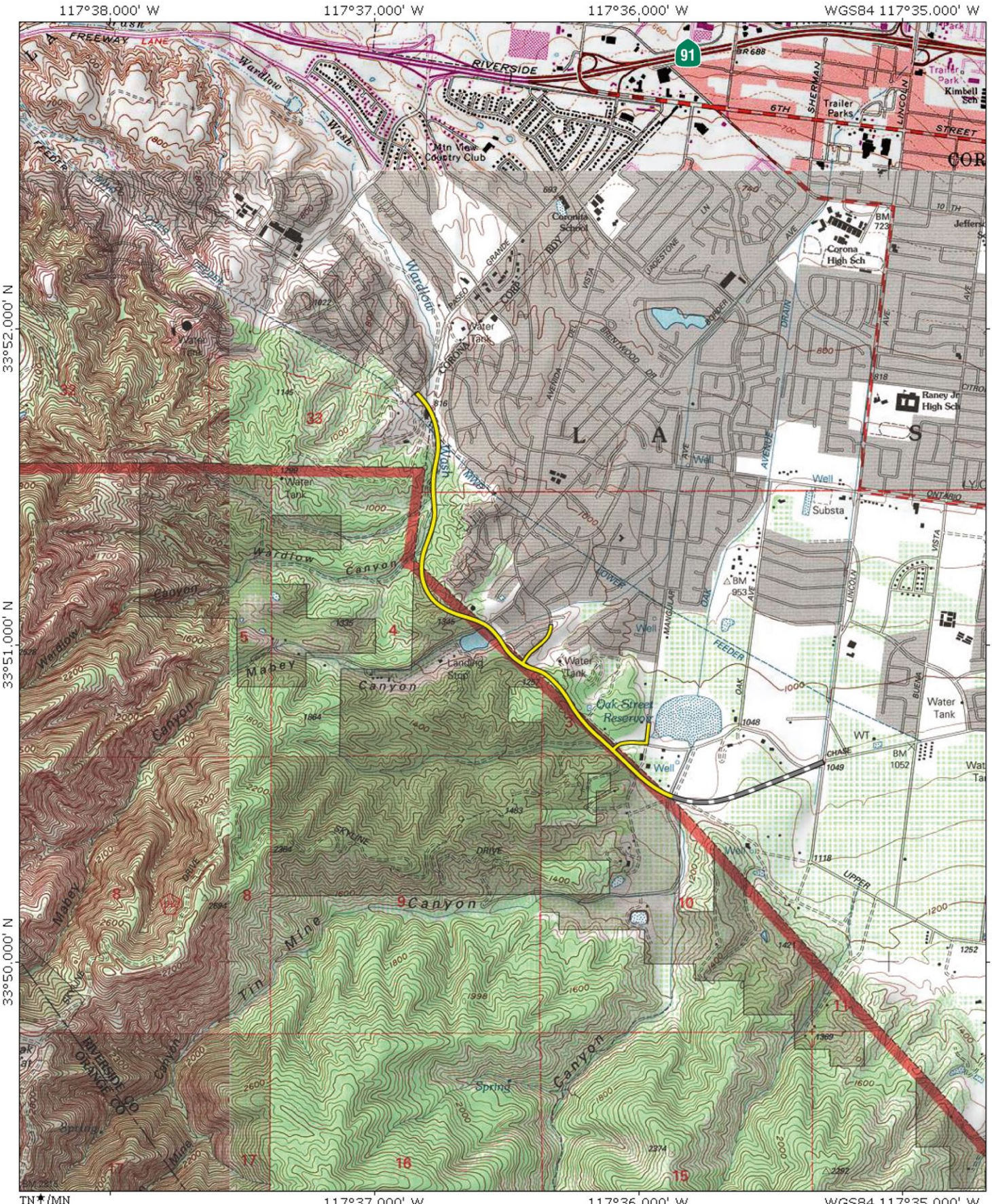
FOOTHILL PARKWAY WESTERLY EXTENSION PROJECT • INITIAL STUDY

Regional Vicinity

Exhibit 1



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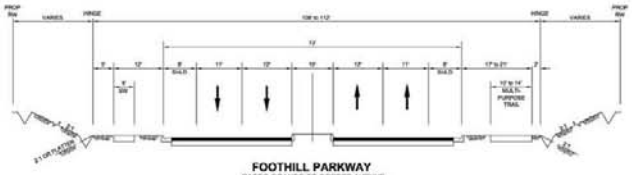
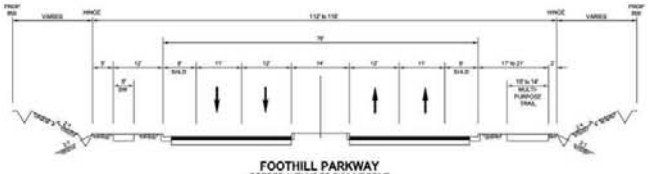
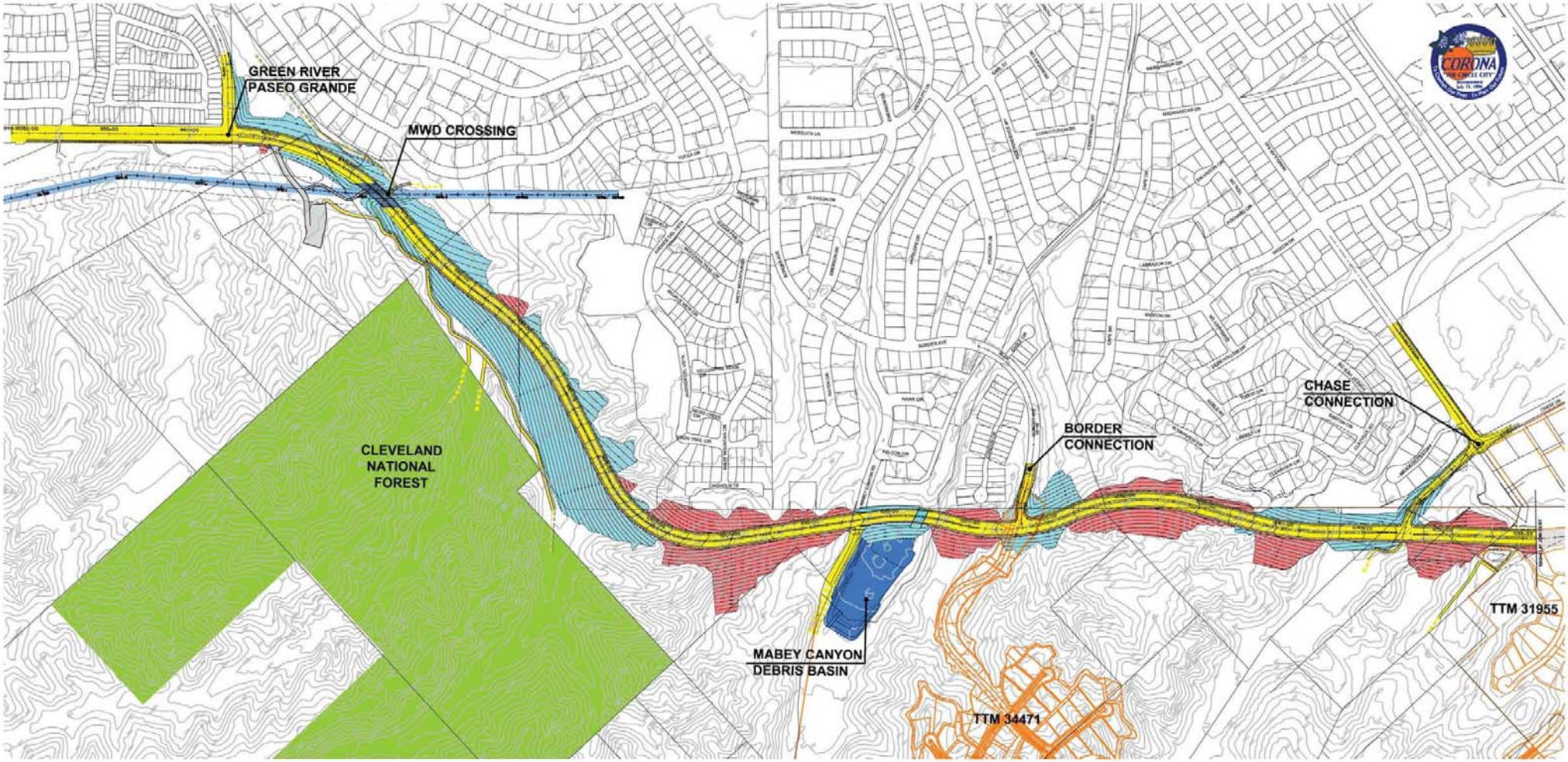
FOOTHILL PARKWAY WESTERLY EXTENSION PROJECT • INITIAL STUDY

Site Vicinity

Exhibit 2







LEGEND:

- ROADWAY IMPROVEMENTS
- CUT AREA
- FILL AREA
- MWD LINE
- BASIN IMPROVEMENTS
- PROPOSED DEVELOPMENTS

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0 600' APPROXIMATE

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FOOTHILL PARKWAY WESTERLY
EXTENSION PROJECT • INITIAL STUDY

Site Plan

Exhibit 3

Orientation

1 Photograph Number

1 View located to the east looking to the northwest toward the on-site structures, vacant land, surrounding rural residential uses, and Green River Road.

2 View located to the east looking to the northwest toward the on-site structures.

3 View located along the northern portion of the project looking toward the south-southeast at surrounding vacant land.

4 View located along the central portion of the project site looking to the east-southeast toward the Mabey Canyon Debris Basin.

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FOOTHILL PARKWAY WESTERLY EXTENSION • INITIAL STUDY

Existing Condition Photographs

Exhibit 4a

Orientation

1 Photograph Number

5 View located to the south looking to the west at surrounding vacant land.

6 View located to the west looking to the east at vacant land and residential uses.

7 View located along the eastern portion of the project site looking to the southeast toward vacant land and residential uses.

8 View located along the eastern portion of the project site at Mangular Avenue looking to the west-northwest at surrounding residential uses.

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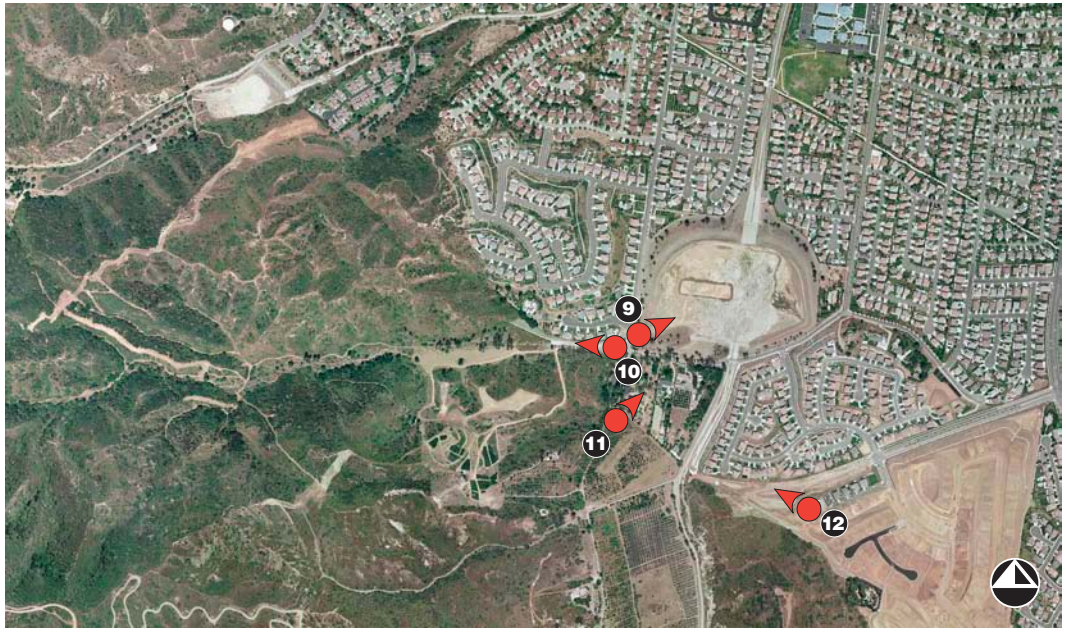
FOOTHILL PARKWAY WESTERLY EXTENSION • INITIAL STUDY

Existing Condition Photographs

Exhibit 4b

Orientation

1 Photograph Number



9 View located at Mangular Avenue and Chase Drive looking to the northeast toward the Oak Street Debris Basin.

10 View located at Mangular Avenue and Chase Drive looking to the west toward the proposed Chase Drive extension.

11 View located at the eastern portion of the project site looking to the north-northeast toward surrounding residential uses and construction activities.

12 View located to the east at the construction activities (future residential uses) looking to the northwest toward surrounding vacant land and agricultural activities.

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FOOTHILL PARKWAY WESTERLY EXTENSION • INITIAL STUDY

Existing Condition Photographs

Exhibit 4c

designates properties within the project area as Agricultural (A), Single-Family Residential (R-1A), and Single-Family Development (SFD).

2.2 BACKGROUND AND HISTORY

The City of Corona and the County of Riverside have recognized the desirability of developing a high-grade arterial which would facilitate continuous east/west travel across the City and which would provide additional access to SR-91. Foothill Parkway has been master planned by both the City and County since the 1980's.

In November 1985, the City adopted the roadway as a four-lane arterial highway. The conceptual alignment for the Foothill Parkway Westerly Extension was again recognized and approved with the update of the City's *General Plan* Circulation Element in 2004, as well as the 1990 RCCGP. The project is a collaborative effort by the City and County, with the City assuming the lead agency role. The proposed Foothill Parkway alignment varies in location from the previous concept alignment adopted in the 1980s. In order to meet minimum roadway design standards (e.g., turn lane requirements, spacing of intersections, local street access criteria, and design speed) the alignment location has been shifted northerly from the previous alignment.

2.3 PROJECT CHARACTERISTICS

Development demands in Corona will continue to put pressure on the existing transportation network, resulting in deterioration of the local circulation system, decreased public safety, and further exacerbation of vehicular generated emissions. The purpose of the project is to implement the Circulation Element of the City's *General Plan*. This component of the *General Plan* has been developed to provide for the existing and future travel needs for the residents of the City of Corona and ensure that there is a balance between land use and circulation. Implementation of Foothill Parkway is an important component of this planned circulation network and would serve to complete a critical transportation link in South Corona envisioned in the City's *General Plan* Circulation Element.

Roadway Characteristics

The proposed project would involve the westerly extension of Foothill Parkway as a four-lane roadway from approximately 500 feet west of Skyline Drive to Green River Road. At Skyline Drive, the roadway would veer to the west into unincorporated Riverside County and continue in an east/west direction along the City/County boundary. The alignment would then curve to the north and connect to Green River Road in the vicinity of Paseo Grande. The project will be designed to protect the existing 108-inch MWD feeder line located approximately 500 feet east of Paseo Grande. Roadway improvements would require R/W acquisition for new landscaping, curb, shoulders, travel lanes, and landscaped medians. The project also includes up to three new signalized intersections.

The typical cross-section for a Secondary four-lane arterial is a four-lane, divided roadway with 88 feet of R/W. Roadway grades would vary from 1.8 percent to nine percent. Roadway width from hinge to hinge would vary in width from 108 feet to 116 feet in width, with an actual roadway width ranging from 72 to 76 feet. The reduced

width is located through Wardlow Wash to minimize impacts and maintain the alignment out of the Cleveland National Forest. Four travel lanes, two in each direction, would be provided. Outside lane width would be 19 feet (11 foot travel lane plus 8 foot shoulder) and inside lane widths would be 12 feet.

As an alternative, the City may also extend and connect two existing local collectors to facilitate north/south local access to Foothill Parkway consistent with the *General Plan* Circulation Element. Under this alternative, a roundabout would be provided at the intersection of Mangular Avenue and Chase Drive. Chase Drive would be extended westerly approximately 650 feet from Mangular Avenue as a two lane undivided collector and form a "T" intersection with Foothill Parkway. Border Avenue (a two lane undivided collector) would be extended approximately 200 feet south from its existing terminus and connect to Foothill Parkway approximately 400 feet east of the Mabey Canyon Debris Basin.

Up to three signalized intersections would be installed at Chase Drive, Border Avenue, and Paseo Grande. Under City standards, a Secondary four-lane arterial provides for dedicated turn lanes at key intersections to improve traffic flow. Turn pockets would be provided at Chase Drive, Border Avenue, and Paseo Grande to adequately accommodate projected turn movements.

Street lighting would be provided throughout the extended Foothill Parkway. Curb and gutters would be provided on both sides of the street. A sidewalk would be provided on the north side of the roadway throughout the length of the project. A multi-purpose trail will be provided on the south side of the roadway, which will provide linkage to existing and future potential trails adjacent to the Project. A retaining wall would be required along Foothill Parkway, adjacent to Condor Circle. Retaining walls are also proposed along the south side of Foothill Parkway, between the Chase Drive extension and the easterly end of the project. Additional walls may be incorporated as needed to prevent impacts to adjacent properties.

Grading

Project grading would require substantial amounts of cut and fill due to the steep terrain in the project area. The largest cuts would be westerly of Mabey Canyon where cuts up to approximately 170 feet in height would occur. Fill heights are anticipated to be a maximum of 130 feet in height.

Project construction would require approximately 1.7 million cubic yards of cut and 1.6 million cubic yards of fill. Additional cut and fill would be required to provide for the connection of Border Avenue and Chase Drive to Foothill Parkway. Border Avenue would require 3,600 cubic yards of fill and Chase Drive would involve 3,400 cubic yards of cut and 23,400 cubic yards of fill.

Right-of-Way Requirements

Partial and full R/W acquisition from various property owners would be required for the proposed roadway extension. R/W acquisition would be required for both the proposed roadway alignment and slope easement areas. Two parcels would require full acquisition associated with the Chase Drive connection to Foothill Parkway. Between

Border Avenue and Skyline Drive, the Foothill Parkway alignment would necessitate acquiring varying degrees of R/W from seven properties.

R/W acquisition associated with the Border Avenue connection would be limited to two parcels. Foothill Parkway between Paseo Grande and Border Avenue would affect six properties.

Drainage Characteristics

The project proposes to accommodate street runoff by directing street surface flows during storm events to drainage facilities such as culverts and storm drains. Several improvements to existing drainage facilities would be incorporated as part of the proposed project. The project proposes the construction of a storm water conveyance facility in Wardlow Wash, modifications to the Riverside County Flood Control and Water Conservation District (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.

At Wardlow Wash, a closed conduit system would be constructed on the west side of the roadway that would accept flows through a stormdrain pipe up to eight feet in diameter. Low flows would be conveyed by a swale adjacent to a proposed access road at the westerly toe of fill. Drainage at Kroonen Canyon would be conveyed through an eight foot pipe approximately 900 feet in length.

The proposed alignment follows along the axis of the embankment crest of the Mabey Canyon Debris Basin facility that was originally constructed in 1974. The roadway construction would involve placement of fill on the upstream side of the dam embankment and span across the existing concrete spillway crest located on the easterly abutment. The proposed modifications to the basin would retain the original debris storage volume capacity and level of flood protection with new improvements for the basin. Improvements that are included in the project in order to offset modifications to the debris basin associated with the roadway construction include the following:

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

Landscape Design

Landscaping would be provided in the parkways and medians, using native drought-tolerant species and ornamental vegetation, consistent with City-approved landscaping themes.

2.4 PROJECT OBJECTIVES

Recent growth in population and land uses both within the City and in the adjacent communities has put increasing pressures on the City's arterial street system. Congestion on SR-91 and I-15, as well as congestion at the interchange of the two freeways, has resulted in a significant amount of regional "by-pass" traffic using City streets to avoid freeway congestion. For example, Ontario Avenue traverses the southeastern portion of Corona and has become increasingly impacted due to development activity in South Corona Vehicles attempting to reach the freeway from Ontario Avenue during congested peak periods. Currently Ontario Avenue does not provide a direct freeway connection and vehicles must wind through residential streets to the Maple Street or Serfas Club Drive interchanges.

The primary purpose of the Foothill Parkway Westerly Extension project is to complete a critical east/west connection from its current terminus, approximately 500 feet west of Skyline Drive to Green River Road. The roadway extension would alleviate existing traffic congestion on the local circulation network and accommodate traffic generated by approved and planned development in south Corona. The operation goal for the roadway is to achieve a level of service (LOS) "D" which has been adopted by the City as the standard for local streets and arterial highways. It is the City's goal to identify the most cost-effective improvements that would be compatible with existing and future adjoining improvements along Foothill Parkway.

The following are objectives for the project to meet with implementing the above stated purposes:

- Minimize congestion on the local circulation network and provide a continuous connection from Lincoln Avenue to Green River Road;
- Accommodate planned circulation needs by providing the extension of Foothill Parkway consistent with the City of Corona Circulation Element;
- Provide a roadway design that is sensitive to the environmental resources in the study area and minimizes, to the extent feasible, impacts to sensitive plant and wildlife species, while providing adequate geometric design to minimize safety hazards and maximize operational efficiency;
- Develop a roadway design that is compatible with the provisions of the Western Riverside County Multi-Species Habitat Conservation Plan;
- Improve air quality in the South Coast Air Basin by providing system improvements that would reduce traffic congestion, and thereby the amount of pollutants generated;
- Avoid impacts to the Cleveland National Forest; and
- Implement circulation improvements that will provide enhanced public services access (i.e., emergency response) to existing and planned uses in the area.

2.5 AGREEMENTS, PERMITS, AND APPROVALS

The approvals required for development of the Foothill Parkway Westerly Extension would include, but not be limited to:

City of Corona

- Certification of the EIR;
- Approval of construction plans and specifications, including potential utility relocation; and
- Grading and Building Permits.

Army Corps of Engineers:

- Section 404 Permit Pursuant to the Clean Water Act.

California Department of Fish and Game:

- Section 1602 Permit Streambed Alteration Agreement.

California Regional Water Quality Control Board – Santa Ana Region

- Section 401 Permit Water Quality Certification, approval of a General Construction Activity Storm Water Permit and any other approvals deemed necessary during the construction entitlement process.

Riverside County Flood Control District

- Approval of Mabey Canyon Debris Basin modifications and regional storm drain facilities.

California Division of Dam Safety

- Approval of Mabey Canyon Debris Basin dam modifications.

Riverside County Conservation Authority

- Determination of Biologically Equivalent or Superior Preservation (DBESP) pursuant to Section 6.1.2 of the MSHCP.

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	**Project Title:** Foothill Parkway Westerly Extension
2.	**Lead Agency Name and Address:** City of Corona 400 S. Vicentia Avenue Corona, California 92882
3.	**Contact Person and Phone Number:** Mr. Khalid Bazmi Principal Engineer 951.739.4823
4.	**Project Location:** The project site is located within the City of Corona and unincorporated County of Riverside, California. The project site extends along the southern boundary of the City of Corona and unincorporated Riverside County, along the foothills of the Santa Ana Mountains. The proposed roadway would generally extend westerly from Skyline Drive to Green River Road for a distance of approximately two miles.
5.	**Project Sponsor's Name and Address:** City of Corona 400 S. Vicentia Avenue Corona, California 92882
6.	**General Plan Designation:** The project site is currently designated as Estate Residential, Low Residential, and Open Space General.
7.	**Zoning:** The project site is currently zoned as Agricultural (A), Single-Family Residential (R-1A), and Single-Family Development (SFD).
8.	**Description of the Project:** Refer to Section 2.3 (Project Characteristics).
9.	**Surrounding Land Uses and Setting:** Refer to Section 2.1 (Project Location and Setting).
10.	**Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement):** Refer to Section 2.5 (Agreements, Permits, and Approvals).

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

✓	Aesthetics		Land Use and Planning
	Agriculture Resources		Mineral Resources
✓	Air Quality	✓	Noise
✓	Biological Resources		Population and Housing
✓	Cultural Resources		Public Services
✓	Geology and Soils		Recreation
	Hazards & Hazardous Materials	✓	Transportation/Traffic
✓	Hydrology & Water Quality		Utilities & Service Systems
✓	Mandatory Findings of Significance (If Necessary)		

3.3 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ____

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 4.0 have been added. A NEGATIVE DECLARATION will be prepared. ____

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ✓

I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ____

Khalid Bazmi — Signature

City of Corona — Agency

KHALID BAZMI — Printed Name

June 8, 2007 — Date

3.4 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of Corona in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.

- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- **Potentially Significant Impact Unless Mitigated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- **Potentially Significant Impact**. The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
1. AESTHETICS. *Would the project:*				
a. Have a substantial adverse effect on a scenic vista?	✓			
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	✓			
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	✓			
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	✓			
2. 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?				✓
b. 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?				✓
3. 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 plan?				✓
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✓			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	✓			
d. Expose sensitive receptors to substantial pollutant concentrations?	✓			
e. Create objectionable odors affecting a substantial number of people?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. *Would the project:*				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	✓			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	✓			
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	✓			
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	✓			
5. CULTURAL RESOURCES. *Would the project:*				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			✓	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✓			
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS. *Would the project:*				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
2) Strong seismic ground shaking?	✓			
3) Seismic-related ground failure, including liquefaction?	✓			
4) Landslides?	✓			
b. Result in substantial soil erosion or the loss of topsoil?			✓	
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 on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
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?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
7. 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?			✓	
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?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
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?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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?				✓
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?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
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?			✓	
8. HYDROLOGY AND WATER QUALITY. *Would the project:*				
a. Violate any water quality standards or waste discharge requirements?			✓	
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)?			✓	
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?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
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?			✓	
f. Otherwise substantially degrade water quality?	✓			

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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?			✓	
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
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?				✓
j. Inundation by seiche, tsunami, or mudflow?				✓
9. LAND USE AND PLANNING. *Would the project:*				
a. Physically divide an established community?			✓	
b. Conflict with any 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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
10. 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?				✓
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?				✓
11. NOISE. *Would the project result in:*				
a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✓			
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	✓			
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✓			
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	✓			

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
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?			✓	
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?				✓
12. 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)?			✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
13. PUBLIC SERVICES.				
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?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	
14. 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?			✓	
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?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
15. TRANSPORTATION/TRAFFIC. *Would the project:*				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	✓			
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	✓			
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?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e. Result in inadequate emergency access?			✓	
f. Result in inadequate parking capacity?			✓	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
16. UTILITIES AND SERVICE SYSTEMS. *Would the project:*				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
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?			✓	
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?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
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?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	✓			
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	✓			
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✓			

4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study. Explanations are provided for each item.

4.1 AESTHETICS. *Would the proposal:*

a) *Have a substantial adverse effect on a scenic vista?*

Potentially Significant Impact. The project site is located along the northern foothills of the Santa Ana Mountains. The majority of the project site consists of vacant land and is located within a developing area of the City of Corona. Significant vistas in the project area encompass southern views of the northern foothills of the Santa Ana Mountains and panoramic views to the north of the San Gabriel Mountains. Southern views from southbound travelers (toward the foothills of the Santa Ana Mountains) would not be altered by the proposed project.

Construction operations would result in exposed graded surfaces, construction materials, and the presence of construction equipment in areas that would impact the visual character of the site. Construction impacts are temporary and would cease upon completion of such activities.

Proposed project features would screen views to Wardlow Wash from residences adjoining the project site to the northwest and north. Project improvements would alter the existing topography. Existing native landscaping and mature trees would be removed and replaced with hardscape features and a combination of native and ornamental vegetation. The California Department of Fish and Game (CDFG) may require native vegetation planted in areas adjacent to the Wardlow Wash. Further analysis in the EIR is required to determine visual impacts as a result of project implementation.

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

Potentially Significant Impact. Although there are no scenic resources, including trees, rock outcroppings, historic buildings, and state scenic highways in proximity to the project site, a City designated Scenic Highway is located within a portion of the project site. As identified in the City of Corona *General Plan*, the eastern portion of the project site (Chase Drive, from Mangular Avenue to State Street) is located within a designated City Scenic Highway. This designated highway provides views of the Santa Ana Mountains, as well as views of the narrow pass between the San Bernardino Mountain foothills at the northwest end of the City, through which the I-15 travels. Although, proposed project would not alter Chase Drive from Mangular Avenue eastward, westward views toward the Santa Ana Mountains would be altered. As a result, this issue will be analyzed in more detail in the EIR to determine the significance of potential impacts.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Potentially Significant Impact. Implementation of the proposed project would alter the existing visual character of the area, as the project proposes to extend Foothill Parkway into open space areas located at the northern foothills of the Santa Ana Mountains. Project construction would result in an impact to the visual character/quality of the site. Existing views of undeveloped land would be replaced with views of a four-lane divided roadway with and 106-foot R/W. Development of the project site is not anticipated to degrade the existing visual character or quality of the site and its surroundings, as no sensitive viewers currently exist on-site; however, views from surrounding sites may be impacted. Additional analysis is required to determine visual impacts as a result of project implementation.

d) *Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*

Potentially Significant Impact. Implementation of the proposed project would bring in additional sources of light and glare such as street lighting, vehicle headlights, and traffic signals. Traffic signals may be installed along Foothill Parkway at the improved intersections of Mangular Avenue, Chase Drive, and Border Avenue. Headlights from travelers on Foothill Parkway and introduced traffic signals would increase light and glare within the area. Therefore, additional analysis is required to determine the light and glare impacts as a result of project implementation.

4.2 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. Further analysis in the EIR regarding this topic is not required.

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. Further analysis in the EIR regarding this topic is not required.

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. Further analysis in the EIR regarding this topic is not required.

4.3 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 1980's. The proposed project has been included within both the City of Corona's and the County of Riversides general plans. As a result, the proposed project is in conformance with the RCCGP (February 1990), and the City of Corona *General Plan* (adopted March 17, 2004).

The proposed project is also included in the 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 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 the 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. Further analysis in the EIR regarding plan consistency is not required.

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

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Potentially Significant Impact. Construction of the proposed project would result in pollutant emissions from three different sources, including: short-term construction emissions, and long-term mobile emissions from trucks and vehicles traveling along the project site.

The greatest potential for air quality impacts from the project would be attributed to short-term construction emissions. The project's potential air quality impacts on a local and regional level requires an evaluation pursuant to the SCAQMD and California Air Resources Board (CARB) requirements and methodology. Additional analysis in the EIR is necessary to quantify potential project-related air quality impacts (both short-term and long-term) and identify appropriate mitigation that would be effective in reducing pollutant emissions.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Potentially Significant Impact. The SCAB is nonattainment for O_3 and PM_{10} (both State and Federal standards), as well as $PM_{2.5}$ (Federal standards). Thus, additional emissions for these pollutants could be considered a significant impact. As the project would result in an increase of emissions, project implementation could result in a cumulative increase of pollutants in the SCAB. Although the proposed project would be implemented to improve traffic circulation (thereby improving air quality) within the area, these impacts require additional analysis in the EIR to assess their level of significance.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact. Certain segments of the population, such as children, the elderly, and those individuals with compromised respiratory systems, are more sensitive to the effects of air pollution than is the general population. Those sensitive populations that are in proximity to localized sources of fine particulates, toxics and CO are of concern and are termed sensitive receptors. Adjacent and nearby residential uses could house sensitive receptors. Therefore, project construction and operation could expose sensitive receptors, such as nearby residents, to emissions above current levels. These impacts require additional analysis in the EIR to assess their level of significance.

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. Further analysis in the EIR is not required.

4.4 BIOLOGICAL RESOURCES. *Would the project:*

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Potentially Significant Impact. The project site is located within the MSHCP Temescal Canyon Area Plan, but is not within a designated MSHCP Criteria Area. On-site vegetation includes coastal sage scrub, alluvial, coastal sage scrub/chaparral, coastal sage scrub/ruderal, chaparral, non-native grassland, riparian forest, oak woodland, agriculture, ruderal, ornamental, developed/ruderal, disturbed, and developed areas. Future development could change the diversity of on-site plant species. Further analysis in the EIR is required to assess potential impacts on candidate, sensitive, and special-status species located on-site or in the project vicinity.

b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Potentially Significant Impact. Riparian habitat was identified by the biological surveys and the jurisdictional delineation prepared for the proposed project. Riparian vegetation was noted within the on-site drainages, and consisted mainly of mulefat, cottonwood, and sycamore. Also refer to Response 4.4(a). The EIR will incorporate mitigation measures based on the biological surveys prepared for the proposed project.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, costal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Potential Significant Impact. Refer to Responses 4.4(a) and 4.4(b). The Army Corps of Engineers' (ACOE) jurisdictional wetlands are delineated using the methods outlined in the ACOE Wetland Delineation Manual (1987). The methodology set forth in the 1987 Manual is based on the following three indicators that are normally present in wetlands: (1) hydrology providing permanent or periodic inundation by groundwater or surface water, (2) hydric soils, and (3) hydrophytic vegetation. In order to be considered a wetland, an area must exhibit all three of the wetland parameters described in the ACOE Wetland Delineation Manual. No federally protected wetlands are known to occur on-site.[2] Therefore, implementation of the proposed project would not result in any impacts on federally protected wetlands. Further analysis in the EIR regarding federally protected wetlands is not required. However, "waters of the U.S." (non-wetland) are present within the boundaries of the project site. Therefore, a Section 404 Permit pursuant to the Clean Water Act is required. Further analysis in the EIR is required to assess potential impacts on "waters of the U.S.".

[2] RBF Consulting, *Delineation of State and Federal Jurisdictional Waters for the Foothill Parkway Westerly Extension Project*, July 6, 2006.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less Than Significant Impact. The project does not include modifications to any waterway that would harbor fish. Because of the rural nature of the surrounding environment (Santa Ana Mountains to the south), wildlife such as coyotes likely use the site and the surrounding area. However, because of residential development on three sides of the project site, the site's ability to serve as a wildlife corridor is limited. In addition, because the project is limited in size, the movement of wildlife species through open spaces areas surrounding the project site would not be curtailed by project development. Although unlikely, any potential nesting is protected under Fish and Game Code Section 3503. Compliance with regulations and requirements set forth by the Fish and Game Code would reduce potential impacts resulting from project construction and operation activities. No established native resident or migratory wildlife corridors or native wildlife nurseries are present on the project site or in its vicinity. Therefore, a less than significant impact is anticipated in this regard. No further analysis of this issue is required.

e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.*

Less Than Significant Impact. The project would be subject to the policies and ordinances that apply to development within the City of Corona and the County of Riverside. Chapter 15.36 of the City of Corona *Municipal Code* establishes the grading regulations in regards to biological resources. Additionally, Chapter 16.33 of the *Municipal Code* provides cost estimates for mitigating the impact of development on the City's and the region's natural ecosystem and biological resources, as set forth in the MSHCP. As a result, the proposed project would not conflict with any local policies or ordinances protecting biological resources. Therefore, project implementation would result in a less than significant impact. Further analysis in the EIR regarding this topic is not required.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Potentially Significant Impact. Refer to Response 4.4(a). The project site is located within the MSHCP Temescal Canyon Area Plan, but is not within a designated MSHCP Criteria Area. The MSHCP is an element of RCIP to conserve open space, nature preserves, and wildlife. It is designed to protect over 150 species and conserve over 500,000 acres in Western Riverside County. Further analysis in the EIR is required to assess compliance with the provisions of the MSHCP.

4.5 CULTURAL RESOURCES. *Would the project:*

a) *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?*

No Impact. The majority of the project site is located within vacant land; however, the western terminus of the project site consists of approximately five on-site structures.

These on-site structures consist of a horse rental facility, an automobile shop, and a mobile home. No prehistoric or historic archaeological sites, isolated artifacts, or historic buildings/structures are located within the project area.[3] As a result, project implementation would not impact historic resources and no additional analysis is necessary.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?*

Less Than Significant Impact. The Cultural Resources Assessment prepared for the proposed project concluded that the project has a low potential to encounter subsurface archaeological sites. An archaeological resources records search for the project are and the surrounding one-mile radius indicated that three archaeological field surveys have been conducted over approximately 40 percent of the project area and that no prehistoric- or historic-era archaeological sites or built environment resources have been recorded within the study area. Additionally, the archeological field survey of the study area did not identify prehistoric or historic archaeological resources.[4] Therefore a less than significant impact is anticipated and further analysis in the EIR regarding archaeological resources is not required.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Potentially Significant Impact. The Cultural Resources Assessment prepared for the proposed project concluded that the project is located in an area of high paleontologic sensitivity due to the presence of Williams and Ladd Formations and the Silverado Formation. These formations have the potential to encounter nonrenewable paleontologic resources. This issue will be analyzed in more detail in the EIR to determine the significant of potential impacts.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact. The Cultural Resources Assessment included a request of Sacred Lands file check by the Native American Heritage Commission (NAHC) in Sacramento regarding the possibility of Native American resources in the project vicinity. The NAHC did not identify any Native American sacred lands in the immediate vicinity of the proposed project. No known human remains occur on-site and due to the level of past disturbance on-site, it is not anticipated that human remains would be encountered during earth removal or disturbance activities. Should human remains be encountered during excavation or site grading, construction activities would cease immediately and a qualified archaeologist and Native American monitor would be immediately contacted.

The Riverside County Coroner's office would also be contacted pursuant to Sections state law (California Health and Safety Code Section 7050.5). Should the Coroner determine the human remains are Native American, the Coroner shall contact the NAHC

[3] Bonterra Consulting, *Cultural Resources Assessment for the Foothill Parkway Westerly Extension Project, City of Corona, Riverside County*, California, June 5, 2006.
[4] Ibid.

pursuant to Public Resources Code Section 5097.98. The NAHC would designate a Most Likely Descendent who would make recommendations concerning the disposition of the remains in consultation with the lead agency and archaeologist. Therefore, project implementation would not create a significant impact.

4.6 GEOLOGY AND SOILS. *Would the project:*

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

1) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. Southern California has numerous active and potentially active faults that could affect the project site. The project site is crossed by active faults within the Wittier-Elsinore and Chino Fault Zones. Alquist-Priolo Earthquake Fault Zones have been established by the State of California around these faults and the southern two-thirds of the proposed roadway alignment lies within these zones.

A geotechnical study was prepared for the proposed project by Earth Mechanics, Inc.[5] The geotechnical study concluded that it would not be necessary to conduct detailed fault investigation since no development for human occupancy is proposed. Adherence to applicable regulations would assure appropriate building design, and would reduce the potential impacts seismic activity to a less than significant level. Therefore, further analysis of this issue is not warranted.

2) *Strong seismic ground shaking?*

Potentially Significant Impact. As indicated above, active faults exist within the vicinity of the project site. The potential for strong ground motion affects most of California and like other similar facilities, the Foothill Parkway extension would be subject to strong ground motion. Strong ground motion occurs as energy is released during an earthquake. Ground motion intensity would depend on the distance between faults the proposed project, the magnitude of the earthquake, and the geologic conditions underlying and surrounding the project site. Earthquakes occurring on the faults that cross the project site would likely generate the largest ground motions. As a result, the potential for ground shaking will be analyzed in more detail in the EIR to determine the significance of potential impacts.

[5] Earth Mechanics, Inc., *Geotechnical Study for Preliminary Engineering/Environmental Document Foothill Parkway Westerly Extension*, July 12, 2006.

3) *Seismic-related ground failure, including liquefaction?*

Potentially Significant Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. In order for the potential effects of liquefaction to be manifested at the ground surface, the soils generally have to be granular, loose to medium-dense and saturated relatively near the ground surface, as well as be subjected to ground shaking of a sufficient magnitude and duration.

Liquefiable soil conditions are not uncommon in alluvial deposits in moderate to large canyons and may also be present in other areas of alluvial soils where the groundwater level is shallow. Bedrock units, due to their dense nature, are unlikely to present a liquefaction hazard. The project site crosses a number of large, alluvial filled canyons including Wardlow, Mabey, and Hagador Canyons. Also, young and old alluvial fan deposits underlie the south portion of the alignment as it enters the Corona Plain. Since alluvial sediments commonly have an unconsolidated nature and can experience shallow groundwater conditions, liquefaction should be considered possible in these areas. Although, the California Building Code requires structural design and construction methods that minimize the effects of an earthquake and liquefaction on structures, the soil conditions on-site could result in seismically induced ground failure, and therefore further analysis in the EIR is required

4) *Landslides?*

Potentially Significant Impact. Landslides are earthquake-induced ground failure that occurs primarily in areas with steep slopes, which have loose, granular soils that lose their cohesive characteristics when water-saturated. Landslides are primarily limited to areas with a combination of poorly consolidated material and slopes that exceed 30 percent. Although no existing landslides have been mapped along the project site, the potential for heavily sheared and fractured material should be considered due to the proximity of the alignment to the Whittier-Elsinore Fault Zone. Left untreated, areas of weak materials could be subject to movement triggered by strong seismic shaking and thus, an adverse condition could exist. Therefore, the potential for landslides will be analyzed in more detail in the EIR to determine the significance of potential impacts.

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 as 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. Further analysis in the EIR regarding soil erosion is not required.

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 Response 4.6(a).

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. Further analysis in the EIR regarding expansive soils is not required.

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.

4.7 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. Further analysis in the EIR regarding this topic is not required.

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. Further analysis in the EIR regarding the release of hazardous materials is not required.

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. Further analysis in the EIR regarding this topic is not required.

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 is currently consists of primarily vacant land and five on-site structures. A Preliminary Hazardous Materials Assessment has determined that there is not contamination or a recognized environmental condition (REC) on-site.[6] 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 Response 4.7(e).

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

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

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 and no further analysis of this issue is necessary.

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

4.8 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 acres 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.[7] 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. Further analysis in the EIR regarding this topic is not required.

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

[7] RBF Consulting, *Foothill Parkway Extension Water Quality Assessment*, June 2006.

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. Further analysis in the EIR regarding the alteration of the existing drainage pattern is not required.

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 Response 4.8(c).

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 Response 4.8(a).

f) *Otherwise substantially degrade water quality?*

Potentially Significant Impact. Short-term surface water quality impacts may occur from water erosion of soils during construction. The project would be required to utilize best management practices (BMPs) and comply with the NPDES stormwater quality requirements. Further analysis is necessary to adequately assess impacts in this regard. Refer to Response 4.8(a).

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.[8]

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

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

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. Further analysis in the EIR regarding flood hazards is not required.

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

No Impact. Refer to Response 4.8(g).

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?*

No Impact. Refer to Response 4.8(g).

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

No Impact. 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. Therefore, no further analysis with regard to these issues is necessary.

4.9 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 helps alleviate congestion on other east/west routes.[9] 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. Further analysis in the EIR regarding this topic is not required.

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.

4.10 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 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 not any 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. No additional analysis of this issue is necessary.

[9] EIP Associates, *City of Corona General Plan*, Adopted March 17, 2004.

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 Response 4.10(a). 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.

4.11 NOISE. *Would the project result in:*

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Potentially Significant Impact. The proposed project could potentially generate short-term construction related noise impacts in excess of the City's standards. Additionally, increases in traffic due to the proposed project could potentially increase noise levels above the City standards to off-site sensitive receptors. Therefore, an analysis of the potential for these sources of noise to result in significant impacts associated with the exposure of persons to or generation of noise levels in excess of established standards is required in the EIR.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Potentially Significant Impact. Due to the proximity of sensitive receptors from such construction activities, an analysis of the potential impacts associated with groundborne vibration and groundborne noise is required. With regard to project operation, the project would not include the use of equipment that would expose persons to excessive groundborne vibration or noise levels. This issue would require further analysis in the EIR.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact. Refer to Response 4.11(a) above.

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact. Construction related activities and equipment used during the project's construction phase could result in a temporary or periodic increase in ambient noise levels above existing levels. During the operational phase, roadway traffic noise could also result in temporary or periodic increase in ambient noise levels. Therefore, further analysis of the potential impacts associated with temporary or periodic increases in ambient noise levels is 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 expose people residing or working in the project area to excessive nose 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.

4.12 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 Response 4.12(b).

4.13 PUBLIC SERVICES.

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 measure 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.

4.14 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 Response 4.13(a)(4).

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 Response 4.13(a)(4).

4.15 TRANSPORTATION/TRAFFIC. *Would the project:*

a) *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

Potentially Significant Impact. The proposed project is an extension of Foothill Parkway and would serve to connect Foothill Parkway from Skyline Drive to Green River Road at Paseo Grande. The Foothill Parkway extension was accounted for in the City of Corona *General Plan*, and the *General Plan EIR*, and would relieve traffic congestion on other east/west arterials in the area. However, the proposed project has the potential to increase traffic in the project vicinity, and a Traffic Impact Analysis (TIA) is required to estimate the impacts of project-generated traffic volumes. The analysis of traffic impacts will identify key intersections, quantify existing and future traffic conditions at those

locations, identify impacts caused by the addition of project-generated traffic, and identify mitigation measures to reduce any potentially significant impacts generated by the project, as appropriate and where feasible. Further analysis to assess the impact on traffic and circulation in the area is necessary. Therefore, further review and analysis in the EIR is required.

b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

Potentially Significant Impact. Refer to Response 4.15(a). Given the scope and nature of the proposed project, the roadway extension could result in potentially significant impacts associated with a substantial increase in traffic or an exceedance of level of service standards. Therefore, project implementation could individually or cumulatively affect the LOS standard established by the City for specific roads or highways. The traffic study will be required to analyze project and cumulative conditions.

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 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.

4.16 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 Response 4.16(a).

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 Response 4.16(a).

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 in the EIR 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 also to Response 4.16(f).

4.17 MANDATORY FINDINGS OF SIGNIFICANCE.

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

Potentially Significant Impact. As discussed in Section 4.4 (Biological Resources) and Section 4.5 (Cultural Resources), the proposed project has the potential to create impacts that are generally considered to be potentially significant impacts. Further analysis within an EIR is required.

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

Potentially Significant Impact. A review of cumulative impacts for each issue area that has been identified as potentially significant is required pursuant to Section 15130 of CEQA. Therefore, the potential for cumulative impacts related to aesthetics, air quality, land use, noise, transportation/traffic, and utilities resulting from the project in conjunction with related projects will be require further analysis.

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

Potentially Significant Impact. Based on the above discussion, construction and operation of the proposed project could potentially result in environmental impacts, which may cause adverse effects on human beings, either directly or indirectly. Further evaluation of potential impacts associated with environmental effects on human beings, including impacts related to aesthetics, air quality, biological resources, cultural resources, geology, hydrology, noise, and transportation will be required.

5.0 References

The following references were utilized during the preparation of this Initial Study. These documents are available for review at the City of Corona, 400 S. Vicentia Avenue, Corona, California 92882.

1. Bonterra Consulting, *Cultural Resources Assessment for the Foothill Parkway Westerly Extension Project, City of Corona, Riverside County, California*, June 5, 2006.

2. Bonterra Consulting, *Foothill Parkway Westerly Extension Project Site Draft Biological Technical Report*, November 20, 2006.

3. Earth Mechanics, Inc., *Geotechnical Study for Preliminary Engineering/Environmental Document Foothill Parkway Westerly Extension*, July 12, 2006.

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

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

6. RBF Consulting, *Delineation of State and Federal Jurisdictional Waters for the Foothill Parkway Westerly Extension Project*, July 6, 2006.

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

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

9. RBF Consulting, *Foothill Parkway Westerly Extension Visual Impact Assessment*, August, 16, 2006.

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

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