

WRF-3 Lift Station

Initial Study – Mitigated Negative Declaration

prepared by

City of Corona
Department of Water and Power
755 Public Safety Way
Corona, California 92880
Contact: Gull Nawaz, EIT, Utility Engineer

prepared with the assistance of

Rincon Consultants, Inc.
1980 Orange Tree Lane, Suite 105
Redlands, California 92374

June 2020

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Initial Study

1. Project Title

WRF-3 Lift Station

2. Lead Agency Name and Address

City of Corona Department of Water and Power
755 Public Safety Way
Corona, California 92880

3. Contact Person and Phone Number

Gull Nawaz, EIT, Utility Engineer
(951) 739-4842

4. Project Location

The project site is located in the city of Corona on an approximately 10.41-acre site (Assessor's Parcel Number 279-470-022) located east of Temescal Canyon Road and south of Bedford Wash. Figure 1 shows the project site's regional context. Figure 2 shows the project site at a local scale.

5. Project Sponsor's Name and Address

City of Corona Department of Water and Power
400 South Vicentia Avenue
Corona, California 92882

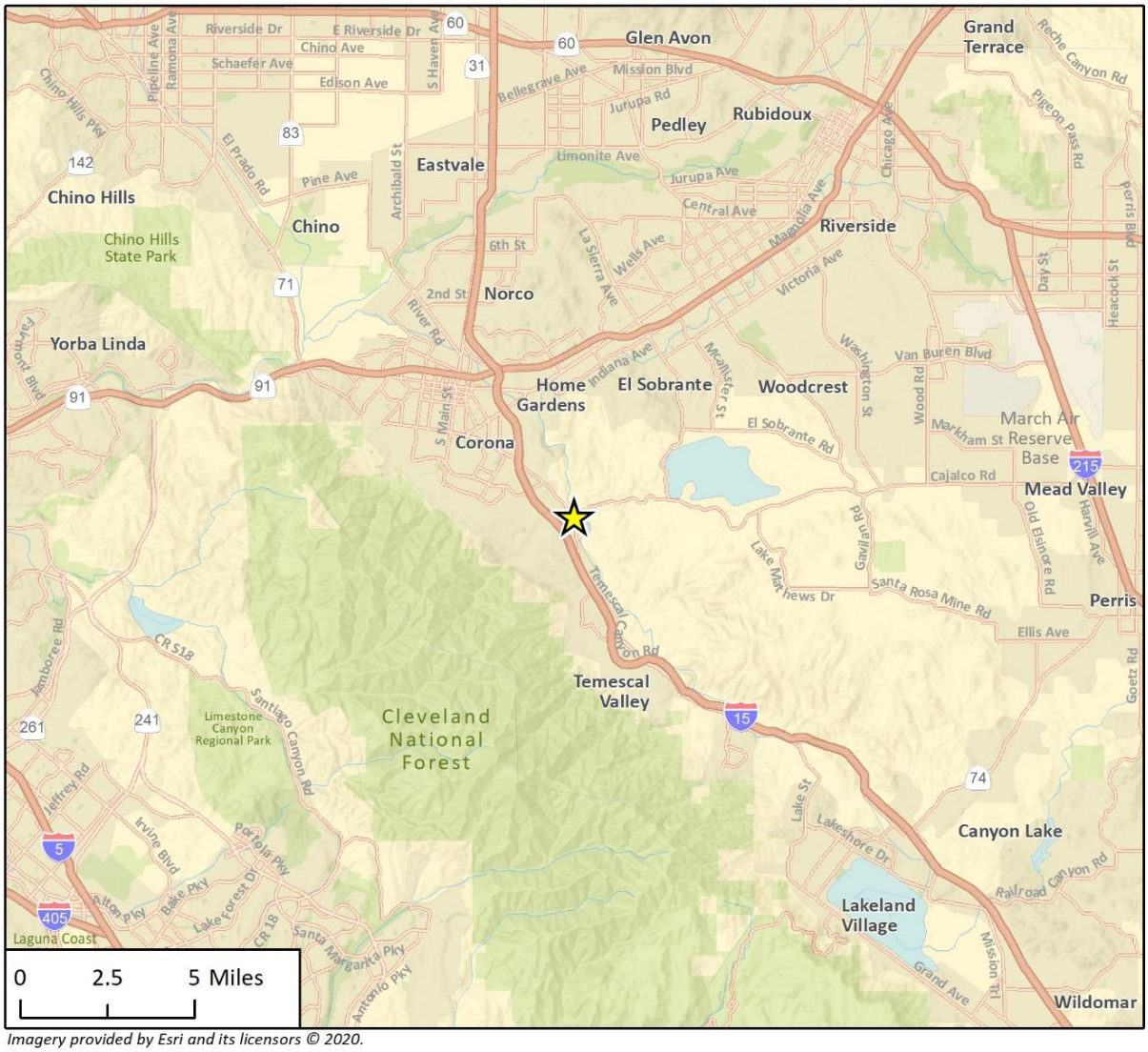
6. General Plan Designation

The project site is on City-owned property and is designated under the City of Corona General Plan and the Dos Lagos Specific Plan (SP99-03) as Utility, according to the General Plan Land Use Map and Specific Plan Land Use Map (Corona 2007, 2014a).

7. Zoning

The zoning designation for the project site is Utility (U) (Corona 2014b). Uses permitted in the Utility Zone include publicly owned and operated electric or gas utilities, communications towers, or wastewater treatment plants by conditional use permit. Similar uses may also be permitted by Planning Commission determination (Corona Municipal Code [CMC] Section 17.61.140).

Figure 1 Regional Location



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Project Location

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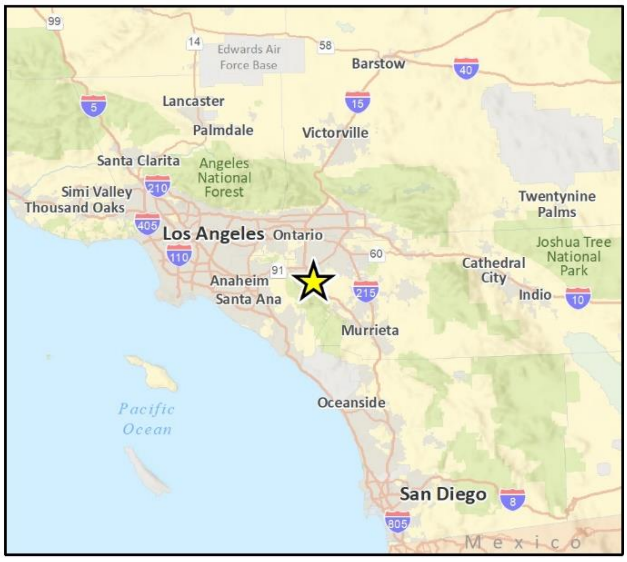


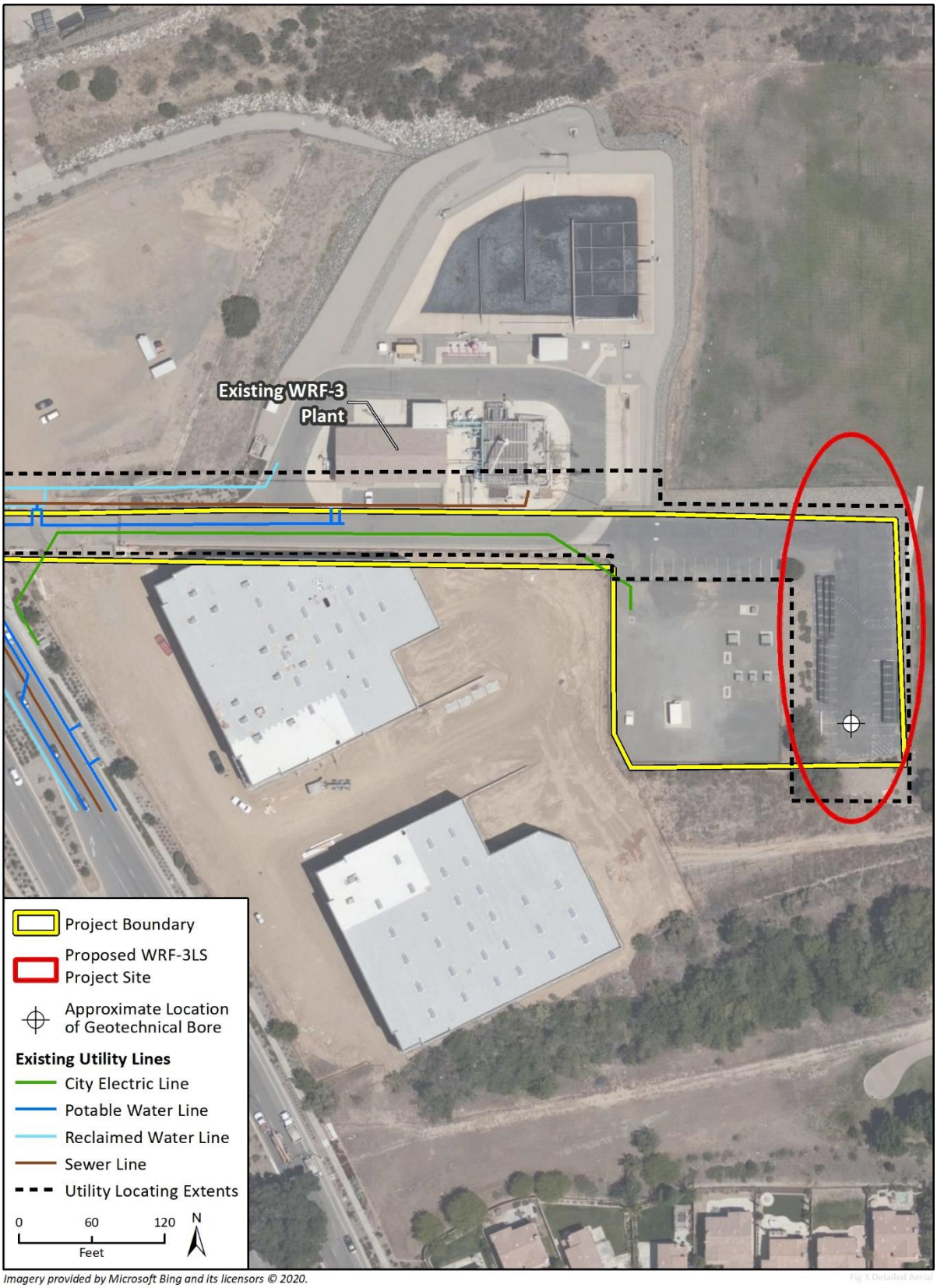
Figure 2 Project Location



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Fig 2 Project General Location

Figure 3 Project Aerial



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8. Description of Project

The City of Corona Department of Water and Power (DWP) proposes to construct a new sewage lift station to replace the existing Water Reclamation Facility #3 (WRF-3) Treatment Plant located east of Temescal Canyon Road and south of Bedford Wash in the city of Corona as shown in Figure 2.

The proposed WRF-3 Lift Station will be constructed on City property within the boundary of the existing WRF-3 Treatment Plant. More specifically, the underutilized paved parking lot located within the southeast quadrant of the existing treatment facility as shown in Figure 3. Upon construction of the lift station and connection to the existing pipelines the existing WRF-3 Treatment Plant will be abandoned.

"The proposed WRF-3 Lift Station is designed to pump sewage tributary from WRF-3 to the Arantine Hills Lift Station. The proposed lift station will permit the collection of sewage flows tributary to the treatment plant and upon collection, discharge the sewage to another lift station, which is properly sized to intake additional flow, before the sewage is ultimately directed to WRF-1 Treatment Plant. "The WRF-3 Lift Station is designed to pump a peak flow of 2.25 million gallons per day (MGD) (1,560 gallons per minute [gpm]) with two operational pumps and one standby pump sending flows to the WRF-3 sewer force main. Flow from the WRF-3 sewer force main would discharge to the Arantine Hills Lift Station wet well. The Arantine Hills Lift Station has been sized to accept the peak flow from the WRF-3 Lift Station. From the Arantine Hills Lift Station, sewage would be directed to the City's WRF-1 Treatment Plant, which has the necessary treatment capacity available to treat these flows.

As part of the proposed project, approximately 700' of dual forcemain pipe will be installed from the lift station to the tie-in point, which is located east of the existing entrance gate. The WRF-3 Lift Station would have emergency backup power from an enclosed diesel-engine generator activated by an automatic transfer switch in the event of a power loss. A permanently mounted standby diesel-engine pump and 1,500-gallon diesel fuel tank would also be constructed and used should the generator malfunction during a power loss. Both the generator and standby diesel pump would comply with all South Coast Air Quality Management District permit requirements and would be placed inside a steel framed, sound attenuated enclosure. Additionally, the two operational pumps would be housed in a buried dry pit under a masonry block building. The diesel generator and standby diesel pump enclosures would provide sound attenuation to not exceed 75 dBA at 23 feet (5-1/2 feet above grade). Details of the proposed project are provided in Table 1 below.

The existing WRF-3 Treatment Plant is currently permitted to treat 1 MGD average daily flow. Since the commissioning of the WRF-3 Treatment Plant in 1998, the Arantine Hills Lift Station was constructed and placed in operation. Constructed in 2019, the Arantine Hills Lift Station intercepts flows from the Arantine Hills development in the area known as Bedford Wash. These flows, originally planned for treatment at WRF-3, will now be pumped to the City's sewer system for treatment at WRF1, eliminating the need for the existing WRF-3 Treatment Plant.

The original 1997 Environmental Impact Report (EIR) for the water reclamation facility accounted for future flows estimated from a development buildout condition. Although the current estimate of future buildout flows does not exceed the adopted 1997 EIR future estimated flows, the facility's functional change is considered altered enough to warrant additional environmental review for the new lift station. Itemized information pertinent to the project is provided below.

Table 1 Project Summary

Project Site	
Assessor's Parcel Number	279-470-022
Lot size	10.14 acres (441,698 sf)
Approximate area of disturbance	1.65 acre
Control Building Details	
Footprint	498 sf
Floors	2 (ground floor and basement-level pump room)
Height	11.58 ft
Excavation depth	26 ft
Soil exported	1,131 cubic yards
Pipelines and Other Construction	
24-in PVC Gravity Sewer Main	Length: 415 ft, Trench depth: 17 ft
10-in HDPE Dual Forcemain	Length: 700 ft, Trench depth: 8 ft
8-in DIP Potable Water	Length: 385 ft, Trench depth: 5 ft
2-in Copper Reclaimed Water	Length: 450 ft, Trench depth: 3.5 ft
Acres of paving	0.10
Equipment	
Backup Generator	250 kilowatt engine
Diesel Fuel tank	1,500 gallons
Pumps	2 main pumps, 1 back-up diesel engine drive pump
Construction Timeline (Approximate)	
Procure materials, mobilize construction, demobilization, completion	180 days (September 2020-April 2021)

sf = square feet
ft= feet
in= inch
PVC= polyvinyl chloride
HDPE= high-density polyethylene
DIP= ductile iron pipe

9. Surrounding Land Uses and Setting

General manufacturing (M-2) uses exist to the north of the project site. The Dos Lagos Golf Course is located to the east of the site. Light Manufacturing (M-1) uses are immediately adjacent to the south of the project site, with a single-family residential neighborhood located approximately 350 feet south of the project site. The project site is bounded by Temescal Canyon Road to the west, with General Manufacturing uses located across Temescal Canyon Road to the west. Figure 1 shows the regional location of the project site and Figure 2 shows project location and its immediate vicinity.

10. Other Public Agencies Whose Approval is Required

The City of Corona is the lead agency under the California Environmental Quality Act (CEQA) with responsibility for approving the project. The proposed project will require South Coast Air Quality Management District permits for the emergency backup generator and standby diesel pump. No other agency approvals will be required.

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

The City of Corona Department of Water and Power emailed consultation letters to 33 Native American tribes on February 10, 2020 requesting consultation under the provisions of Assembly Bill 52 (AB 52), as described in Section 17, *Tribal Cultural Resources*. Since the publication of this Draft IS-MND, the City received a request for consultation from the Rincon Band of Luiseño Band of Mission Indians. A phone consultation with the Rincon Band of Luiseño Band of Mission Indians was conducted on March 11, 2020. The period for consultation closed on March 11, 2020.

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
■	Biological Resources	■	Cultural Resources	☐	Energy
■	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	■	Mandatory Findings of Significance

Determination

Based on this initial evaluation:

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

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact 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. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Vernon R. Weisman
Signature

6/18/2020
Date

VERNON R. WEISMAN
Printed Name

DISTRICT ENGINEER
Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, 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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

The project site in an urban area of Corona is situated in an existing parking lot next to the WRF-3 Treatment Plant. Views from the project site include scattered, industrial structures to the north, a golf course to the east, residential development to the south, and Temescal Canyon Road and industrial structures to the west. Distant views of the Santa Ana Mountains to the south and west are also available from the project site. The proposed project will include the construction of a new lift station containing three pumps located in a buried dry pit below a new, 498-square foot masonry block building which will house the control room for the lift station. The building will include a ground level control room with and overall height of 11'-7" with a below ground basement for pumps and piping. The proposed control building is consistent with the existing industrial character of the site and adjacent land uses.

Scenic vistas are viewpoints that provide expansive views of a highly valued landscape feature (e.g., a mountain range, lake, or coastline) or a significant historic or architectural feature. While views of the Santa Ana Mountains are available from the site, these views are distant, background views that are partially obstructed by existing industrial development to the south and west of the project site and do not constitute a scenic vista.

The Community Design Element of the Corona General Plan outlines goals, objectives, policies and programs for scenic highways, corridors, and resources in the city (City of Corona 2019a). According to the Community Design Element, there are no designated State Scenic Highways within the city. Temescal Canyon Road, located immediately west of the project site, is not designated or eligible for listing as a scenic corridor. The closest highway that is eligible for listing as a State Scenic Highway is Interstate 15, which is located approximately 2,500 feet west of the site and is not visible from the project site. Cajalco Road, located approximately 900 feet north of the project site, is eligible for designation as a County Scenic Corridor. However, views of the project site from Cajalco Road are blocked by existing industrial buildings. Corona has designated several local roads as scenic corridors. The closest City-designated scenic corridor is Eagle Glen Parkway, which is located approximately 3,500 feet northwest of the project site. The project site is not visible from Eagle Glen Parkway; thus, the proposed project would not have an adverse impact on this City-designated scenic resource.

Given that the project site would not block views of a scenic vista and is not within a designated scenic highway or corridor and that the proposed project is consistent with existing industrial/utility uses in the vicinity, the proposed project would have less than significant impacts on scenic vistas, scenic highways/corridors, and the visual character of the site and its surroundings.

LESS THAN SIGNIFICANT IMPACT

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project site is located in an urbanized area in the city of Corona. The proposed lift station would be located on City-owned land zoned U (Utility). Uses permitted in parcels zoned U include publicly owned and operated electric, water, and gas utilities; thus, a wastewater lift station operated by the Corona DWP would comply with the applicable zoning regulations. The control building would consist of a masonry block building of approximately 498 square feet and approximately 11.58 feet in height. The appearance of the control building would be similar to that of other control buildings located in urban areas. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project would include lighting for operational, safety and security purposes, which would contribute to existing sources of light and glare in the surrounding industrial area. However, the project would be required to comply with applicable lighting requirements, including design standards outlined in the Community Design Element, which would ensure that light fixtures

complement the character and style of the development. The project site is currently developed with a water reclamation facility, including lighting, and is surrounded by industrial development. Therefore, the project would not create lighting or glare inconsistent with adjacent uses or that would adversely affect day or nighttime views in the area with incorporation of City requirements and standards for lighting and glare.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on 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. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

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

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

According to the California Department of Conservation (DOC) Important Farmland Finder, the project site is not on land designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance (DOC 2019a). The project site is currently developed and zoned for use by public utilities according to the City of Corona General Plan Land Use Map, is not zoned for agricultural use, and is not under Williamson Act Contract (City of Corona 2014a). Additionally, the project site is not zoned as any type of timberland or forest (City of Corona 2014b). According to the Corona General Plan Technical Background Report, there are no current or planned fixed commercial timber operations subject to a Timber Harvesting Plan in southwest Riverside County, nor are there timber production zones in the City of Corona or its vicinity (City of Corona 2018). The project site is in a fully urbanized area not adjacent to any farmlands or forested areas, and implementation of the project would not have any indirect impacts on farmland or forestland that could lead to their conversion to non-agricultural or non-forest uses. Therefore, the proposed project would have no impact on agriculture or forestry resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	■
b. 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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

Air Quality Standards and Attainment

The project area is within the South Coast Air Basin (SCAB) which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The SCAB is under the regulatory jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels of ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), suspended particulate matter, hydrogen sulfide, sulfates, and lead to ensure that National Ambient Air Quality Standards and California Ambient Air Quality Standards are met and, if they are not met, to develop strategies to meet the standards. In an effort to monitor the various concentrations of air pollutants throughout the SCAB, the SCAQMD has divided the region into 38 source receptor areas (SRAs) in which over 30 monitoring stations operate. The project is located within SRA 22, which covers the cities of Corona and Norco.

Depending on whether the standards are met or exceeded, the SCAB is classified as being in "attainment" or "nonattainment" for air quality. The SCAQMD's 2016 Air Quality Management Plan (AQMP) assesses the attainment status of the SCAB. The SCAB is in nonattainment for the federal standards for O_3 and particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) and the State standards for ozone, particulate matter 10 microns or less in diameter (PM_{10}), and $PM_{2.5}$. Within the SCAB, most areas are in attainment for lead, except for portions of Los Angeles County (SCAQMD 2017). The SCAB is designated unclassifiable or in attainment for all other federal and State standards. Health impacts associated with criteria pollutants for which the region is in non-attainment are described in Table 2, below.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[a]

[a] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: EPA, Air Quality Criteria for Particulate Matter, October 2004.

Source: United States Environmental Protection Agency, http://www.epa.gov/airquality/urbanair/

Air Quality Management

Under State law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the SCAB is in nonattainment. The SCAQMD has adopted an AQMP that provides a strategy for the attainment of State and federal air quality standards. The SCAQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. The 2016 AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 parts per million (ppm) finalized in 2015. The 2016 AQMP builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The 2016 AQMP also includes attainment demonstrations of the new federal 8-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, as per recent United States Environmental Protection Agency (U.S. EPA) requirements (SCAQMD 2017).

Air Emission Thresholds

The SCAQMD provides numerical thresholds to analyze the significance of a project's construction and operational emissions impacts on regional air quality. These thresholds, listed in Table 3, are designed such that a project consistent with the thresholds would not have an individually or cumulatively significant impact to air quality in the SCAB.

Table 3 SCAQMD Air Quality Thresholds of Significance

Pollutant	Mass Daily Thresholds	
	Construction Thresholds (pounds/day)	Operational Thresholds (pounds/day)
NO_X	100	55
ROG[1]	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3

NO_X: nitrogen oxides; ROG: reactive organic gases; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter; SO_X: sulfur oxides; CO: carbon monoxide; SCAQMD: South Coast Air Quality Management District

[1] ROGs are formed during combustion and evaporation of organic solvents. ROGs are also referred to as Volatile Organic Compounds (VOCs).

Source: SCAQMD 2015

In addition to the above thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for nitrogen oxides (NO_X), CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs only apply to emissions within a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008a). According to the SCAQMD *Final Localized Significant Thresholds Methodology*, the use of LSTs is voluntary, to be implemented at the discretion of local agencies (SCAQMD 2008a).

LSTs have been developed for emissions within construction areas up to five acres in size. The project site is located in SRA 22 and is approximately 10.14 acres in size (SCAQMD 2009). However, construction activities will be concentrated in a 1.65-acre area of the parcel currently containing a parking lot. The SCAQMD provides lookup tables for sites that measure up to one, two, or five acres. Pursuant to SCAQMD guidance, a regression was conducted to calculate the LSTs for a 1.65-acre site. LSTs are provided for receptors at a distance of 25 to 500 meters (82 to 1,640 feet) from the project site boundary. The closest sensitive receptors to the project site are residences located approximately 430 feet (131 meters) south of the site. LSTs for construction on a 1.65-acre site in SRA 22 for a receptor at 100 meters are shown in Table 4.

Table 4 SCAQMD LSTs for Construction

Pollutant	Allowable Emissions from a 1.65-acre Site in SRA 22 for a Receptor at 100 Meters (pounds/day)
Gradual conversion of NO_x to NO_2	245
CO	2,248
PM_{10}	37
$PM_{2.5}$	11

SRA: Source Receptor Area; NO_X: nitrogen oxides; NO_2: nitrogen dioxide; CO: carbon monoxide; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District

Source: SCAQMD 2009

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The proposed project would involve the construction of a new control building and lift station for transporting water to an existing reclamation facility. As discussed further in Section 14, *Population and* Housing, the project does not include new housing or businesses, nor would operation and maintenance of the proposed project require new employees. The project would also not add capacity to the City's wastewater infrastructure or stimulate indirect growth. Therefore, the project would not generate population, housing, or employment growth. As a result, the project would not exceed the Southern California Association of Governments' projected growth forecasts, which underlie the emissions forecasts in the 2016 AQMP. Therefore, the project would not conflict with or obstruct implementation of the AQMP. No impact would occur.

NO IMPACT

b. Would the project 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?

Consistent with CEQA Guidelines Section 15064(h)(3), the SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. If the mass regional emissions calculated for a project exceed the applicable SCAQMD daily significance thresholds designed to assist the region in attaining the applicable state and national ambient air quality standards, that project's emissions can be considered cumulatively considerable.

The project's construction and operational emissions were estimated using CalEEMod, version 2016.3.2. CalEEMod uses project-specific information, including a project's land uses, square footages for different uses (e.g., mid-rise apartments), and location, to estimate a project's construction and operational emissions.

Construction emissions modeled include emissions generated by construction equipment used on site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. Construction was estimated to begin in June 2020 and end in November 2020. In

addition, it was assumed that the project would comply with all applicable regulatory standards, including SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings).

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions consist of emissions generated by resident trips to and from the project site. Emissions attributed to energy use include emissions from natural gas consumption for space and water heating as well as electricity for lighting. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. The existing WRF-3 Treatment Plant on the project site is currently manned by one operator daily. Upon completion of the WRF-3 Lift Station, the WRF-3 Treatment Plant would be decommissioned, and the lift station will be visited once per day by Corona DWP to ensure proper functioning. Therefore, there would be no net change in vehicle trips and mobile emissions associated with operation of the proposed project.

Construction Emissions

Project construction would generate temporary air pollutant emissions during the approximately six-month construction period. These emissions are associated with fugitive dust and exhaust emissions from heavy-duty construction vehicles, as well as reactive organic gases (ROG) released during the application of architectural coatings. Grading, excavation, hauling, and site preparation would involve the greatest use of heavy-duty equipment and generation of fugitive dust.

Table 5 summarizes the estimated maximum daily emissions (in pounds) of pollutants associated with construction of the project. Emissions modeling assumes compliance with applicable SCAQMD regulations, such as SCAQMD Rule 1113 requiring use of low-ROG paints and architectural coatings, Rule 403 requiring fugitive dust suppression, and Rule 402 prohibiting the generation of dust that creates a nuisance off site. As shown below, ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ emissions would not exceed SCAQMD regional thresholds or LSTs. Because the project would not exceed the SCAQMD regional construction thresholds or LSTs, project construction would not result in a cumulatively considerable net increase of a criteria pollutant, and project construction activities would have a less than significant impact.

Table 5 Construction Emissions (pounds/day)

	Estimated Maximum Daily Emissions (pounds/day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Pipeline Construction	4.1	49.5	34.7	0.1	7.8	3.1
Lift Station Construction	2.6	23.5	20.7	< 0.1	1.7	1.2
Total Maximum Daily Emissions	**6.7**	**73**	**55.4**	**0.1**	**9.5**	**4.3**
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Pipeline Construction	4.1	49.5	34.7	0.1	7.8	3.1
Lift Station Construction (on-site only)	2.5	23.4	19.8	< 0.1	1.2	1.2
Total Maximum Daily On-Site Emissions[1]	**6.6**	**72.9**	**54.5**	**0.1**	**9.0**	**4.3**
Local Significance Thresholds (on-site only)	n/a	245	2,248	N/A	37	11
Threshold Exceeded?	**n/a**	**No**	**No**	**n/a**	**No**	**No**

SCAQMD: South Coast Air Quality Management District; ROG: reactive organic gases; NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter 10 microns or less in diameter; $PM_{2.5}$: particulate matter 2.5 microns or less in diameter

[1] This is a conservative estimate, as it combines the linear pipeline portion of the project site with the lift station site. In addition, pipeline construction emissions shown include both on- and off-site emissions.

See Appendix B for modeling results.

Notes: Emissions presented are the highest of the winter and summer modeled emissions. Numbers may not add up due to rounding. Emission data is sourced from "mitigated" results, which include measures that will be implemented during project construction, such as watering of soils during construction required under SCAQMD Rule 403.

Operational Emissions

Table 6 summarizes the project's operational emissions by emission source. Emissions sources include area sources (e.g., emissions from landscaping equipment use, cleaning products, architectural coatings, etc.), energy sources (e.g., emissions from electricity and natural gas consumption), mobile sources (e.g., motor vehicle use), and from the periodic testing of the on-site emergency generator. As shown below, the emissions generated by operation of the project would not exceed the SCAQMD regional thresholds for criteria pollutants. Therefore, the project would not contribute substantially to an existing or projected air quality violation and would have a less than significant impact. In addition, because criteria pollutant emissions and regional thresholds are cumulative in nature, the project would not result in a cumulatively considerable net increase of criteria pollutants.

Table 6 Operational Emissions (pounds/day)

	Maximum Daily Emissions (lbs/day)					
Emission Source	**ROG**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	< 0.1	0	< 0.1	0.0	0	0
Energy	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
Mobile	0	0	0	0	0	0
Emergency Generator	0	0	0	0	0	0
Total Project Emissions	**< 0.1**	**< 0.1**	**< 0.1**	**< 0.1**	**< 0.1**	**< 0.1**
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Notes: Emissions modeling was completed using CalEEMod Version CalEEMod.2016.3.2.
Emissions presented are the highest of the winter and summer modeled emissions.
See Appendix B for CalEEMod worksheets.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include health care facilities, retirement homes, school and playground facilities, and residential areas. The project site is located approximately 350 feet away from the nearest residential area and is not located in the vicinity of health care facilities, schools, playgrounds, or retirement homes. As discussed under item (b) above, the project's construction and operational emissions would not exceed the SCAQMD regional thresholds or LSTs, which are designed to be protective of public health.

Traffic-congested roadways and intersections have the potential for the generation of localized CO levels (i.e., CO hotspots). In general, CO hotspots occur in areas with poor circulation or areas with heavy traffic. As discussed above, operation of the proposed project would not generate a net increase in vehicles accessing the site. The proposed project would also not significantly impact congestion on local roadways, as further discussed in Section 17, *Transportation*. Therefore, the project would not result in CO hotspots on adjacent roadways. The project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

During construction, the project would generate oil and diesel fuel odors from use of heavy equipment as well as odors related to asphalt paving. The odors would be limited to the six-month construction period and would be temporary. Furthermore, the asphalt paving phase is anticipated to be approximately one week in duration. Construction-related odor impacts would be less than significant.

Operation of the project would not generate objectionable odors because the lift station would be located entirely below the ground surface, electrically powered, and enclosed in a structure. As a result, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Wildlife 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c. Have a substantial adverse effect on State or Federally protected wetlands (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?	☐	☐	■	☐

This section assesses the impacts of the proposed project on biological resources. This analysis is based solely on a desktop review and field survey conducted by Rincon Consultants Inc. The analysis included review of relevant databases of regulated resource occurrences from the California

Department of Fish and Wildlife (CDFW) *Special Animals List* (CDFW 2020a); California Natural Diversity Database (CDFW 2020b); Biogeographic Information and Observation System (BIOS; CDFW 2020c); *Special Vascular Plants, Bryophytes, and Lichens List* (CDFW 2020d); California Native Plant Society (2020) online *Inventory of Rare and Endangered Plants of California*; the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory Wetlands Mapper (USFWS 2020); the United States Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS) Web Soil Survey (USDA NRCS 2020); the Regional Conservation Authority Multiple Species Habitat Conservation Plan (MSHCP) information tool (County of Riverside 2020); and a Google Earth Pro aerial assessment (Google 2020).

Senior Biologist, Megan Minter, conducted a reconnaissance site visit of the project site on January 3, 2020 between 9:00 AM and 12:00 PM. Weather conditions during the survey consisted of cool temperatures, no wind, and clear skies. Wildlife activity was generally low during the survey and included common species typically found in urbanized areas of Riverside County including killdeer (*Charadrius vociferus*), American crow (*Corvus brachyrhynchos*), and mourning dove (*Zenaida macroura*). No special status plant species, special status animal species, or sensitive natural communities were observed on site during the biological field survey.

The Corona DWP proposes to construct a new lift station on the project site, which is located east of Temescal Canyon Road and south of Bedford Wash in the city of Corona. The approximately 1.65-acre project site is comprised of an existing asphalt paved parking lot and adjacent ornamental landscaping. All construction would take place within the boundaries of the existing parking lot. The parking lot does not contain any native vegetation; however, native trees are present approximately 135 feet to the south of the project site. A non-native grassland is present just west of the project site, the existing WRF-3 Treatment Plant is northwest of the project site, mowed soccer fields are present to the north and east of the project site, and disturbed non-native grassland is present to the south. The larger surrounding areas are highly urbanized by residential and commercial development and surrounded by heavily travelled paved roadways.

The project site is located on the southern half of Assessor's Parcel Number (APN) 279-470-022. The northern portion of APN 279-470-022 is within Criteria Cell 2402 of the Western Riverside County MSHCP Area; however, the project site is located on the southern portion of the parcel and entirely outside of the Criteria Cell.

The project site is primarily underlain by Cortina gravelly coarse sandy loam and Garretson very fine sandy loam. Neither of these soils are considered hydric (USDA NRCS 2020).

a. Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

Special status species are plants and animals that are 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and National Marine Fisheries Service under the federal Endangered Species Act; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act; 3) animals recognized as Species of Special Concern by the CDFW; 4) animals designated as Fully Protected by the California Fish and Game Code (CFGC) or 5) identified on lists 1 and 2 of the CDFW California Rare Plant Rank system. While migratory or other common nesting birds are not designated as special status species, destruction of their eggs, nests, and nestlings is prohibited by the Migratory Bird Treaty Act (MBTA) and CFGC (Sections 3503, 3503.5, 3511, and 3513).

Twenty-three special status plant species and twenty-four special status animal species were previously documented within five miles of the project site (CDFW 2020b). However, no special status plant or animal species were observed on site during the biological field survey. Furthermore, all of the special status plant and animal species documented within the vicinity of the project site are associated with specialized habitat/soil types that do not occur within the project site and are, therefore, not expected to be present on site.

The project site is located on APN 279-470-022 within the Western Riverside County MSHCP Area. It is located within a burrowing owl and narrow endemic plant species survey area and outside the Criteria Area. The project site is comprised of an existing asphalt paved parking lot and adjacent ornamental landscaping (i.e., trees and shrubs) and, therefore, does not provide suitable habitat for burrowing owl, narrow endemic plant species or other biological resources covered by the MSHCP (e.g., riparian/riverine species).

Ornamental vegetation would be removed during construction. Migratory or other common bird species may nest in the ornamental vegetation present on site as well as in the native trees south of the project site. Therefore, construction of the project would have the potential both directly (by destroying a nest) and indirectly (through construction noise, dust, and other human disturbances that may cause a nest to fail) to impact nesting birds protected under the CFGC and MBTA. Implementation of mitigation measure BIO-1 would be required to reduce impacts to a less than significant level. With implementation of BIO-1, impacts would be less than significant.

Mitigation Measure

BIO-1: Nesting Bird Avoidance. Prior to beginning construction permits, the following measure shall be implemented.

To avoid disturbance of nesting birds, including raptor species protected by the MBTA and CFGC, activities related to the project site, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of construction activities. The nesting bird pre-construction survey shall be conducted on-foot inside all portions of the project site proposed for development. Inaccessible areas shall be surveyed with the aid of binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. If nests are found, an avoidance buffer (50-feet for passerines or 100-feet for raptors) shall be demarcated by a qualified biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone while the nest is active. No parking, storage of materials, or construction activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is complete, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. Five sensitive natural communities were documented within five miles of the project site (CDFW 2020b); however, no sensitive natural communities or riparian habitat are present on site. The project site is comprised of an existing asphalt paved parking and adjacent ornamental landscaping. The project site is located approximately 160 feet north of a riparian habitat associated with a potentially jurisdictional drainage feature, however, the project does not propose disturbance of these areas and, as such, would not result in direct adverse effects. Furthermore, the proposed project is located in a highly developed area and would not result in a substantial change in land use (i.e., conversion of a surface parking lot to a lift station); therefore, any indirect effects to surrounding habitat would be similar in nature to existing site conditions. In addition, the lift station would be placed mostly underground and constructed in such a way that wastewater would not leak into the groundwater. During construction, ground disturbance would be limited to existing paved areas and appropriate best management practices (BMPs) would be implemented to prevent indirect impacts to adjacent riparian habitat. Therefore, the proposed project would result in a less than significant impact to riparian habitat or other sensitive natural communities identified by local or regional plans, CDFW, or the USFWS. No mitigation is required.

LESS THAN SIGNIFICANT IMPACT

c. Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The project site does not contain any surface water bodies or potentially jurisdictional water features. A potentially jurisdictional drainage feature wraps widely around the project site, approximately 160 feet to the south, 230 feet to the east, and 415 feet to the north (USFWS 2020). This feature would be classified as a riparian/riverine resource under the MSHCP. The project does not propose disturbance of this area and, as such, would not result in direct adverse effects. Furthermore, the proposed project is located in a highly developed area and would not result in a substantial change in land use (i.e., conversion of a surface parking lot to a lift station); therefore, no new substantial indirect effects to surrounding habitat would occur. In addition, the lift station would be placed mostly underground and constructed in such a way that wastewater would not leak into the groundwater. During construction, ground disturbance would be limited to existing developed areas and appropriate BMPs would be implemented to protect nearby drainages. No vernal pools or conditions capable of supporting vernal pools are present on site. Therefore, the proposed project would result in a less than significant impact to state or federally protected wetlands or waters as well as riparian/riverine resources and vernal pools protected under the MSHCP. No mitigation is required.

LESS THAN SIGNIFICANT IMPACT

d. Would the project 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?

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. No native resident or migratory fish or wildlife species or native wildlife nursery sites exist on the project site. The surrounding land uses are largely urban, which restricts regional wildlife movement. The project site is located within the proposed extension of Existing Core 2 under the MSHCP which is contiguous with Existing Core C (Lake Mathews/Estelle Mountain) along the length of its eastern border and serves to extend the habitat in the Lake Mathews/Estelle Mountain area and smooth out edges along the border of this Core. The project site is surrounded by existing development separated from Existing Core C by an existing golf course and mining operation. The project site is not located within an existing or proposed wildlife linkage and occurs within a "Limited Connectivity Opportunity" area, according to the CDFW Areas of Conservation Emphasis (ACE), which is a suite of terrestrial conservation information available in CDFW BIOS (CDFW 2020b). These "Limited Connectivity Opportunity" areas are defined by CDFW as areas where land use may limit options for providing connectivity or where no connectivity importance has been identified. The proposed project is located in a highly developed area and would not impact wildlife connectivity as it would not result in a substantial change in land use (i.e., conversion of a surface parking lot to a sewage lift station) that would restrict wildlife movement beyond existing conditions present on the site. In addition, the lift station would be placed mostly underground. Therefore, the project would have a less than significant impact on wildlife movement or native wildlife nursery sites. No mitigation is required.

LESS THAN SIGNIFICANT IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City of Corona does not have a tree preservation policy or ordinance. No other local policies or ordinances are applicable to the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur and no mitigation is required.

NO IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

The project site is located on APN 279-470-022 within the Western Riverside County MSHCP Area. It is located within a burrowing owl and narrow endemic plant species survey area and outside the Criteria Area. The project site is comprised of an existing asphalt paved parking and adjacent ornamental landscaping and, therefore, does not provide suitable habitat for burrowing owl or narrow endemic plant species. Ground disturbance would be limited to existing paved areas and the proposed project would not result in a substantial change in land use (i.e., conversion of a surface parking lot to a mostly underground sewage lift station) and as such would not conflict with the provisions of the MSHCP. While the project site is located directly adjacent to Criteria Cell 2402 and approximately 465 feet south of Regional Conservation Authority Conserved Land, indirect impacts are not anticipated as the proposed project is located in a highly developed area and would not

result in a substantial change in land use as detailed above. Therefore, no conflicts would occur with the provisions of the MSHCP. Impacts would be less than significant. No mitigation is required.

LESS THAN SIGNIFICANT IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1). The significance of cultural resources and impacts to those resources is determined by whether or not those resources can increase our collective knowledge of the past. The primary determining factors are site content and degree of preservation. State CEQA Guidelines Section 15064.5 states the term "historical resources" shall include the following:

1. A resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources PRC Section 5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et. seq.).
2. A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources [CRHR] (PRC Section 5024.1, Title 14 CCR, Section 4852) as follows:
   - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
   - Is associated with the lives of persons important in our past
   - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values

- Has yielded, or may be likely to yield, information important in prehistory or history (State CEQA Guidelines Section 15064.5)

Properties listed on the National Register of Historic Properties are automatically listed on the CRHR, along with State Landmarks and Points of Interest. The CRHR can also include properties designated under local ordinances or identified through local historical resource surveys.

Per PRC Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource may have a significant impact on the environment. A "substantial adverse change" in the significance of a historical resource is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." State CEQA Guidelines Section 15064.5(b) states the significance of an historical resource is "materially impaired" when a project does any of the following:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the CRHR
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources or its identification in an historical resources survey, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant
- Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a], [b]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type
3. Is directly associated with a scientifically recognized, important prehistoric or historic event or person

Rincon Consultants, Inc. prepared a Cultural Resources Assessment for the project to evaluate project impacts to historical and archaeological resources. The Cultural Resources Assessment includes a records search at the Eastern Information Center, historical imagery review, a Sacred Lands File search with the Native American Heritage Commission (NAHC), and a pedestrian field survey. The following analysis is based on the Cultural Resources Assessment, which is provided in full as Appendix C.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

A search of the California Historical Resources Information System at the Eastern Information Center located at the University of California, Riverside was completed on January 6, 2020. The search was performed to identify all previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius surrounding it. The records search included a review of the National Register of Historic Places, the CRHR, the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, and the Archaeological Determinations of Eligibility list. Table 7, below, provides details about the 11 previously recorded cultural resources within a half-mile radius of the project site.

Table 7 Previously Recorded Resources within 0.5-mile of the Project Site

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/CRHR Status
P-33-003832	CA-RIV-003832	Site	Historic	1990 (K. Swope and D. Peirce); 1990 (Daniel F. McCarthy); 1996 (CRM TECH); 2001 (Bruce Love, Tom Tang, and Riordan Goodwin); 2005 (Kristie R, Blevins and Anna M. Hoover); 2006 (J.D. Goodman); 2006 (J.D. Goodman, Nick Reseburg, and Windy Jones); 2011 (Robin D. Hoffman)	Evaluated, determined ineligible
P-33-004112	CA-RIV-004112	Structure, Site	Historic; reported destroyed	1991 (K. Swope and K. Hallaran); 1997 (Bruce Love); 2005 (Ivan Strudwick, Joseph Baumann, and Brett Jones); 2007 (Joshua Patterson)	Unknown
P-33-006439	N/A	Plaque, Site	Historic, reported moved or missing	1934 (James Jones); 1959 (W.A. Savage); 1979 (Jim Arbuckle); 1982 (Gloria Scott); 2007 (Joshua Patterson)	Unknown
P-33-012511	N/A	Isolate	Historic	2002 (Jeanette McKenna)	Not listed
P-33-012559	N/A	Isolate	Prehistoric	1987 (L.A. Carbone); 2007 (Joshua Patterson)	Not listed
P-33-013146	N/A	Isolate	Prehistoric	1990 (K. Swope and D. Peirce)	Not listed
P-33-013147	N/A	Isolate	Prehistoric	1990 (K. Swope and D. Peirce); 2007 (Joshua Patterson)	Not listed
P-33-013148	N/A	Isolate	Prehistoric	1990 (K. Swope and D. Peirce); 2007 (Joshua Patterson)	Not listed
P-33-015322	CA-RIV-008090	Site	Historic	2006 (Garcia, Kyle and J.D. Stewart)	Unknown
P-33-026860	CA-RIV-012617	Site	Prehistoric	2016 (Stephen Bryne)	Unknown
P-33-028905	N/A	Isolate	Prehistoric	2019 (Megan Wilson)	Not listed

Source: Rincon 2020

As indicated in Table 7, few historic resources exist in the project vicinity and no resources were noted within the project site. One study (CA-RI-03153) has been completed within the current project site. CA-RI-03153 was conducted in 1988 for a proposed development project. No cultural resources were documented by the study within the project site. Additionally, Rincon conducted a pedestrian field survey of the project site on January 9, 2020, which did not identify any previously recorded or newly identified cultural resources within the project area. As no historical resources exist on the project site, the proposed project would have no impact.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

As indicated in Table 7, no archaeological resources have been identified on the project site. Six archaeological resources have been previously recorded within a half-mile of the project site, none of which are listed in the NRHP/CRHR. The background research and pedestrian survey of the project site did not identify any previously recorded or newly identified archaeological resources. Additionally, a survey of the eastern portion of the project site in 1988, prior to the paving of the parking lot, was negative for archaeological resources. Rincon requested a records search of the Sacred Lands File from the NAHC to identify the potential for cultural resources within the project site and to obtain contact information for Native Americans groups or individuals who may have knowledge of resources within the project site. The Sacred Lands File search was returned with positive results, which means the NAHC identified a potentially sensitive tribal cultural resource within the project area. Given the level of development within and adjacent to the project site, it is likely that the sacred sites identified by the NAHC exists in the surrounding area and not on the project site.

As part of its AB 52 consultation process, which is further detailed in Section 18, *Tribal Cultural Resources*, the City prepared and sent letters to 33 NAHC-listed Native American contacts to request information on potential tribal cultural resources in the project vicinity that may be impacted by project development. At the time of this reporting, no known sacred sites or tribal cultural resources have been specifically identified within the project site; however, the Rincon Band of Luiseño Indians recommended that archaeological and tribal monitoring be included for ground disturbances that extend beyond previously disturbed depths in case previously unidentified, buried resources are located on the project site. Mitigation Measure CR-1 would meet the recommendations of the Rincon Band of Luiseño Indians and would apply during all ground disturbance phases of project construction, reducing potential impacts to a less-than-significant level.

Mitigation Measure

With implementation of the following mitigation measure, potential impacts related to archaeological resources would be reduced to a less-than-significant level.

CR-1 Retain a Native American Monitor

A Native American monitor who is ancestrally related to the project area shall be retained to be on site to monitor project-related ground-disturbing construction activities that extend beyond previously disturbed depths (i.e., grading, excavation, trenching, etc.). Native American monitoring of project-related ground-disturbing activities shall be performed under the direction of the qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards

for archaeology (National Park Service 1983). If any previously unidentified tribal cultural resources are unearthed during project construction, the City shall continue Native American consultation procedures, which may determine additional measures to avoid or reduce impacts to the resource are required. These additional measures to avoid or reduce impacts shall be determined on a case-by-case basis and approved by the City.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No known human remains have been documented within the project site or the immediate vicinity. While the project site is unlikely to contain human remains, the potential for the recovery of human remains during ground-disturbing activities is always a possibility. If human remains are found, existing regulations outlined in the State of California Health and Safety Code Section 7050.5 state that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric or Native American in origin, the Coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner. Therefore, impacts to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

In 2018, California used 285,488 gigawatt-hours (GWh) of electricity, of which 31 percent were from renewable resources (California Energy Commission [CEC] 2019a). California also consumed approximately 22,223.8 million U.S. therms (MMthm) of natural gas in 2018 (United States Energy Information Administration [EIA] 2019). The Corona DWP provides electricity to the project site and natural gas is provided by the Southern California Gas Company (SoCal Gas). Table 8 and Table 9 show the 2018 electricity and natural gas consumption by sector and total for Corona DWP and SoCal Gas. In 2018, Corona DWP provided approximately 0.05 percent of the total electricity used in California. In 2018, SoCal Gas provided approximately 23 percent of the total natural gas usage in California.

In 2018, approximately 34 percent of California's electricity supply came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2019b). Adopted on September 10, 2018, California State Senate Bill (SB) 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Table 8 Electricity Consumption in the Corona DWP Service Area in 2018 (in GWh)

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
11.9	47.1	31.9	40.6	15.0	6.6	0.17	153.2

GWh = gigawatt-hours

Source: CEC 2019c

Table 9 Natural Gas Consumption in the SoCal Gas Service Area in 2018 (in MMThm)

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
77.6	913.0	74.5	1,714.4	229.2	2,147.4	5,156.1

MMThm = million U.S. therms

Source: CEC 2019d

Petroleum

Californians consume approximately 18.9 billion gallons of motor vehicle fuels per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (40.3 percent), followed by industry (23.0 percent), commercial (18.7 percent), and residential (18.0 percent) (EIA 2018). Gasoline is the most used transportation fuel in California with over 15.3 billion gallons sold in 2019 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2019). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including carbon dioxide and nitrogen oxides. The transportation sector is the single largest source of GHG emissions in California, accounting for 40 percent of all inventoried emissions in 2017 (California Air Resources Board [CARB] 2019).

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction Energy Demand

Energy use during project construction would be primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary grid power may also be provided to construction trailers or electric construction equipment. The project would require site preparation and grading, including hauling material off site, pavement and asphalt installation, building construction, and architectural coating. The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod Version 2016.3.2 (Appendix B).

Table 10 summarizes the anticipated energy consumption from construction equipment and vehicles, including construction worker trips to and from the project site. As shown therein, project construction would require approximately 36 gallons of gasoline fuel and approximately 17,425 gallons of diesel fuel.

The construction energy estimates represent a conservative estimate because the construction equipment used in each phase of construction was assumed to be operating every day of construction. Construction equipment would be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical of similar-sized construction projects in the region. Furthermore, in the interest of cost efficiency, construction contractors would not utilize fuel in a manner that is wasteful or

unnecessary. Therefore, project construction would not result in a potential impact due to wasteful, inefficient, or unnecessary consumption of energy resources, and no construction-related energy impact would occur.

Table 10 Estimated Fuel Consumption During Project Construction

	Fuel Consumption (Gallons)	
Source	**Gasoline**	**Diesel**
Construction Equipment & Hauling Trips	–	17,425.25
Construction Worker Vehicle Trips	36.14	–

See Appendix A for Roadway Construction Emissions Model and CalEEMod outputs, and Appendix D for energy calculation sheets.

Operational Energy Demand

The lift station would not require the use of natural gas and would only require petroleum use in the case of power failure necessitating the backup generator and standby pump. The annual energy required to pump 2.25 MGD, the maximum amount of water that would be pumped through the WRF-3 Lift Station in a day, was estimated using the electricity factor to distribute water provided by CalEEMod (1,272 kilowatt-hours/million gallons). During operation, the proposed project would require approximately 1,044,630 kWh of electricity per year to power the lift station and convey up to 2.25 MGD of water to the Arantine Hills Lift Station. This represents less than one percent of the annual electricity supplied by Corona DWP. Upon the commissioning of the WRF-3 Lift Station, the existing WRF-3 Treatment Plant on the project site would be decommissioned and all energy use associated with the wastewater treatment plant would cease. Therefore, the proposed project's estimated operational energy use presents a conservative estimate because it doesn't account for the reduction in energy use from decommissioning the WRF-3 Treatment Plant.

Maintenance of the proposed project would include remote monitoring, meter reading, routine inspections and maintenance of facilities, periodic testing, and emergency repairs. Maintenance and monitoring activities would occur daily and on an as-needed basis and would require approximately 730 vehicle trips by staff per year. This does not represent a net increase in vehicle trips to the site, as the existing WRF-3 Treatment Plant is manned by an operator daily, which results in approximately 730 vehicle trips per year. Vehicle trips by maintenance staff would require the consumption of energy resources in the form of electricity and gasoline fuels. However, electricity and fuel consumption would not be wasteful, inefficient, or unnecessary because maintenance activities would only occur as necessary for lift station operation. In addition, the purpose of the project is to consolidate wastewater treatment in the city to conserve resources, streamline operations, and better serve the community. Therefore, operational energy impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As mentioned above, SB 100 mandates 100 percent clean electricity for California by 2045. Because the proposed project would be powered by the existing electricity grid, the project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan.

The City of Corona adopted a Climate Action Plan (CAP) in 2012 for the purposes of reducing GHG emissions within the City (Corona 2012). The CAP includes energy use reduction and efficiency measures for new residential, commercial, and industrial development, which do not apply to the proposed project. CAP Measure R2-E10, *Additional Energy Efficiency Retrofit Projects*, requires the City to identify and track City-owned infrastructure in need of energy efficiency upgrades and to make upgrades to City resources such as pumps, streetlights, and municipal buildings (Corona 2012). The proposed WRF-3 Lift Station would utilize current pump technology and would allow the City to consolidate wastewater treatment and decommission the WRF-3 Treatment Plant, which is no longer required. This aligns with the energy efficiency goals of the CAP and Measure R2-E10. Therefore, the project would not conflict with or obstruct the State plan for renewable energy and no impact would occur.

NO IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause 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?	☐	☐	■	☐
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 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	■
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 wastewater?	☐	☐	☐	■

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐
g. Include any of the following:				
1. Grading of more than 100 cubic yards?	☐	☐	■	☐
2. Grading in areas over 10% slope?	☐	☐	■	☐
3. Unstable soil conditions from grading?	☐	☐	☐	■

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Although the project site is located in a region of generally high seismicity, the site is not located within a designated Alquist-Priolo zone (DOC 2019b). The nearest mapped Alquist-Priolo Fault Zone is approximately two miles west of the project site; therefore, the proposed project is not at risk of adverse effects resulting from fault rupture. However, the proximity to this fault and other major faults in Southern California introduces the risk of ground shaking at the project site and damage to structures may be unavoidable during large earthquakes. A geotechnical study for the project was prepared in May 2017 and found that groundwater was not encountered in any of the bores at the site, which were taken to a maximum depth of 50 feet below ground surface (bgs). Well data from a nearby well indicates groundwater in the area can fluctuate and recorded groundwater at depths of 26 bgs in 2013 (NMG Geotechnical, Inc [NMG] 2017). The geotechnical study also noted that the site is located in an area classified as “low” liquefaction potential. According to Figure 5-3 of the City’s General Plan Technical Background Report, the project site is designated as Class 0 (lowest risk) for landslides (City of Corona 2018).

The proposed project will comply with California Building Code (CBC) and CMC requirements for structural design and construction methods that minimize the potential of adverse effects due to seismic ground shaking and liquefaction, such as earthquake-resistant design and soil stabilization. The project would also incorporate emergency shut-off valves in case of pipe rupture or pump failure during an earthquake, as well as emergency backup generators that will allow operations to resume in the event of power-failure. Because the proposed project is not located within an

identified fault zone and would implement CBC and CMC requirements, impacts related to seismically induced ground shaking, landslides, and liquefaction would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

Ground-disturbing activities associated with the project implementation will result in the removal of some topsoil in order to construct the proposed new control building, pipelines, and lift station. Standard construction BMPs would be implemented in order to avoid or minimize soil erosion associated with ground-disturbing activities. As discussed further in Section 10, *Hydrology and Water Quality*, implementation of erosion control measures stated in Chapter 15.36 of the CMC, as well as adherence to requirements provided in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would avoid or minimize potential impacts. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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?

According to the Corona General Plan Technical Background Report, the project site is not located in an area of slope instability susceptible to landslides (City of Corona 2018). As discussed above under checklist item *a.3*, the project site is underlain by soils with low liquefaction and expansion potential. The geotechnical report also indicated that total seismic settlement in the event of an earthquake event would be small, around one-half inch (NMG 2017). Additionally, compliance with the CBC and CMC would minimize impacts from geologic hazards such as landslides, lateral spreading, subsidence, liquefaction, and collapse if such hazards are present on the project site. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils are highly compressible, clay-based soils that tend to expand as they absorb water and shrink as water is drawn away. Expansive soils are of concern since building foundations may rise during the rainy season and fall during dry periods in response to the clay's action. According to the City's General Plan Technical Background Report, there is some potential for expansive soils throughout Corona (City of Corona 2018). The CBC and City of Corona Municipal Code Chapter 15.36, *Grading Regulations*, require testing for expansive soils prior to grading as part of a soil engineering report and mitigation, if necessary. According to the geotechnical report prepared for the project site, soils on site are coarse-grained with very low to low expansion potential (NMG 2017). Therefore, soils on site are not considered expansive and no impacts would occur.

NO IMPACT

e. Would the project 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 wastewater?

The proposed project would not include the installation of new septic tanks or alternative wastewater disposal systems. No impact would occur.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The paleontological sensitivity of the geologic units that underlie the project site was evaluated using the results of the paleontological locality search and review of existing information in the scientific literature concerning known fossils within those geologic units. Fossil collections records from the University of California Museum of Paleontology (UCMP) online database were reviewed, which contain known fossil localities in Riverside County (UCMP 2020).

Following the geologic map review, literature review, and UCMP database search, a paleontological sensitivity classification was assigned to the geologic units within the project site. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology (SVP) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources (SVP 2010). This system is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present.

The project area is situated along the Temescal Valley within the northern part of the geologically complex Peninsular Ranges geomorphic province (California Geological Survey 2002). A geomorphic province is a region of unique topography and geology that is distinguished from other regions based on its landforms and geologic history. The Peninsular Ranges are a northwest-southeast oriented complex of blocks that extend 125 miles from the Transverse Ranges and Los Angeles Basin to the tip of Baja California. The Peninsular Ranges are bounded to the east by the Colorado Desert and range in width from 30 to 100 miles (Norris and Webb 1990). The project area is situated within the Perris Block, a relatively stable rectangular structural unit of the Peninsular Ranges, positioned between the Elsinore and San Jacinto fault zones (Morton and Miller 2006).

According to geologic mapping by Gray et al. (2002) and Morton and Miller (2006), the project area is directly underlain by Holocene- and late Pleistocene-age young alluvial fan deposits (Qyf_{bg}) and Holocene- and late Pleistocene-age young alluvial channel deposits (Qya_g). Young alluvial fan deposits consist of gray-hued gravel and boulder deposits derived largely from volcanic and sedimentary units of the Santa Ana Mountains, with fans and washes emanating from Bedford Canyon (i.e., Bedford Wash) consisting of coarser-grained clasts and a larger portion of boulders (Gray et al. 2002). Young alluvial channel deposits consist of gray, unconsolidated alluvium, composed of medium- to fine-grained sand in lower reaches of the Temescal Wash where the project is situated. According to a geotechnical investigation by NMG Geotechnical, Inc. (NMG), the site is underlain by artificial fill from the surface to seven feet below the existing grade, which is subsequently underlain by very coarse-grained (gravel and cobbles) alluvial fan or channel deposits, which increase in coarseness to at least 27 feet below existing grade (NMG 2017). Based on the description of the sediments observed during the geotechnical investigation and the lithological

descriptions provided by Gray et al. (2002), Holocene-age alluvial deposits extend to nearly 30 feet within the project area.

Holocene deposits are typically too young to preserve paleontological resources and are determined to have a low paleontological resource potential according to SVP (2010) standards; however, Holocene deposits may grade into late Pleistocene-age or older deposits that could preserve fossil remains at shallow or unknown depth. In particular, fine-grained alluvial deposits of late Pleistocene-age or older are conducive to fossil preservation; however, coarse-grained alluvial deposits typically are not since the high energy conditions in which they are deposited are not conducive to fossil preservation. Jefferson (1991) has noted numerous vertebrate fossil taxa from Riverside County including horse, tapir, bison, camelid, deer, mastodon, mammoth, ground sloth, canine, rabbit, and rodent, and numerous paleontological resources have been recovered from Pleistocene-age deposits throughout southern California in general (Paleobiology Database 2020; UCMP 2020).Therefore, Pleistocene-age fine-grained alluvial deposits have a high paleontological resource potential, and Pleistocene-age coarse-grained alluvial deposits have a low paleontological resource potential according to SVP standards (SVP 2010).

Project ground disturbance would be extensive and involve excavations as much as 30 feet below ground surface. The site is currently developed with a parking lot and has been previously disturbed with artificial fill present from the surface to approximately seven feet below ground surface. Additionally, the very coarse-grained lithology of the Pleistocene-age alluvial sediments underlying the project area to at least 27 feet below existing grade are not conducive to fossil preservation and have a low paleontological potential. Therefore, the potential for encountering fossil resources during project-related ground disturbance is low and impacts to paleontological resources are not anticipated. Impacts to paleontological resources would be less than significant, and implementation of Mitigation Measure GEO-1 would further reduce impacts in the case of unanticipated fossil discoveries during any project ground-disturbing activities by providing for the recovery, identification and curation of previously unrecovered fossils.

LESS THAN SIGNIFICANT IMPACT

Mitigation Measure

GEO-1 Unanticipated Discovery of Paleontological Resources

In the event an unanticipated fossil discovery is made during the course of project development, then in accordance with Society of Vertebrate Paleontology (SVP) (2010) guidelines, it is the responsibility of any worker who observes fossils within the project site to stop work in the immediate vicinity of the find and notify a qualified professional paleontologist who shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted. Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.

g.1. Would the project involve grading of more than 100 cubic yards?

g.2. Would the project involve grading in areas over 10% slope?

g.3. Would the project create unstable soil conditions from grading?

The project site is relatively flat, with elevations ranging from 808 to 820 feet (slopes below 10%). The site has been developed with an existing parking lot and site access driveway. As the project site has previously been graded in order to install these features, minimal grading of less than 100 cubic yards will be required as part of the proposed project. As discussed under checklist items *a.3* and *c.*, the project site is underlain by soils with low liquefaction and expansion potential. Soils at the project site are considered stable and the minimal grading associated with the proposed project would not create unstable soil conditions. There would be no impact associated with grading.

NO IMPACT

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Climate change is the observed increase in the average temperature of the earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-twentieth century (IPCC 2007).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), fluorinated gases such as hydrofluorocarbons and perfluorocarbons, and sulfur hexafluoride. Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and sulfur hexafluoride (U.S. EPA 2019). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), and is the amount of a GHG emitted multiplied by its GWP. CO_2 has a 100-year GWP of one. By contrast,

CH_4 has a GWP of 25, meaning its global warming effect is 25 times greater than CO_2 on a molecule per molecule basis (IPCC 2007).

Project implementation would generate GHG emissions through the burning of fossil fuels and other emission sources, thus potentially contributing to cumulative impacts related to climate change. In response to an increase in man-made GHG concentrations over the past 150 years, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codified the statewide goal of reducing emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and adopted regulations to require reporting and verification of statewide GHG emissions.

On September 8, 2016, the governor signed SB 32 into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 extends AB 32, directing the CARB to reduce GHGs to 40 percent below 1990 levels by 2030. In response, on December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) CO_2e by 2030 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state.

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

Significance Thresholds

The CEQA Guidelines provide regulatory direction for the analysis and mitigation of GHG emissions appearing in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

In guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, recommended SCAQMD consider a tiered approach to determine the significance of residential, commercial, and mixed-use projects. The draft tiered approach is outlined in meeting minutes dated September 29, 2010 (SCAQMD 2010). While the guidance was not formally adopted as a threshold, it provides useful guidance to local agencies for assessing projects in a tired approach and an idea of an emission level at which point a project should be evaluated in more detail. The following summarizes the identified approaches:

- **Tier 1.** If a project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
- **Tier 2.** Consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. Under this Tier, if the proposed

project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach may be appropriate.

- **Tier 3.** Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 MT of CO_2e per year for residential, commercial, and mixed-use projects.
- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT of CO_2e per year for land use projects.

The project is not exempt from CEQA. Thus, the Tier 2 approach was evaluated. Under Tier 2, project impacts would be less than significant if a project is consistent with an approved local or regional plan. The City of Corona adopted a CAP for the reduction of GHG emissions in 2012; however, the CAP predates the adoption of SB 32 and SB 100, among other requirements implemented by the State and does not address post 2020 emissions. Thus, the City's current CAP is not considered a "qualified" GHG plan for the purposes of CEQA streamlining. In addition, the City's CAP is based on achieving a score from a checklist which focuses on residential, commercial, and industrial land uses and does not provide measures for utility projects, such as the proposed WRF-3 Lift Station and pipeline. The City is in the process of updating the 2012 CAP, but the update has not yet been finalized. Therefore, there is no appropriate approved local or regional plan for reducing GHG emissions associated with the project. Under Tier 4, a project is evaluated using a service population. However, the project does not have a service population in the sense that there are not employees or residents of the lift station or pipeline. Therefore, for the purposes of evaluating this project, this analysis uses the SCAQMD recommended screening threshold of 3,000 MT of CO_2e per year.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Project emissions were estimated using the Roadway Construction Emission Model Version 9.0.0 and CalEEMod (Sacramento Metropolitan Air Quality Management District 2018). Emission estimates are based on the assumptions outlined in Section 5, *Air Quality*. Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these comprise 98.9 percent of all GHG emissions by volume and are the GHG emissions that the project would emit in the largest quantities (IPCC 2007). Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (2008) CEQA and Climate Change white paper and included the use of the California Climate Action Registry (2009) General Reporting Protocol. For mobile sources, CO_2 and CH_4 emissions were quantified in CalEEMod. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using guidance from the CARB (CARB 2013; see Appendix B for calculations). It was assumed that all operational vehicle trips to the site would be gasoline vehicles and that approximately 730 trips by Corona DWP staff would occur per year due to daily maintenance visits. However, as the existing WRF-3 Treatment Plant on the project site is manned by an operator daily and will be decommissioned upon the completion of the proposed project, there would be no net change in the number of trips to the project site as a result of the proposed project.

Construction Emissions

Project construction would generate GHG emissions from the operation of heavy equipment, motor vehicles, and worker trips to and from the site. As shown in Table 11, emissions from project construction would be approximately 6,749 MT of CO_2e total over the entire construction period, or approximately 135 MT of CO_2e per year when amortized over a 50-year period, which is the typical lifetime of typical infrastructure projects.

Table 11 Estimated Construction GHG Emissions

Emission Source	Project Emissions (MT of CO_2e /year)
2020 – Pipeline	6,611.9
2020 – Lift Station	187.1
Total Construction Emissions	**6,748.8**
Amortized Annual over 50 Years	135.0

MT = metric tons, CO_2e = carbon dioxide equivalents
See Appendix B for CalEEMod worksheets.

Operational Emissions

In addition to project construction emissions, operation of the proposed project would generate GHG emissions from electricity usage and monthly testing of the on-site emergency generator. There would be no water use or waste produced on site, as the lift station will be an unmanned facility. The annual energy required to pump 2.25 MGD, the maximum amount of water that would be pumped through the WRF-3 Lift Station in a day, was estimated using the electricity factor to distribute water provided by CalEEMod (1,272 kWhr/MG). As discussed in Section 6, *Energy*, the lift station would require approximately 1,044,630 kWh of electricity per year for operation. The energy required to pump 2.25 MGD and the monthly testing of the on-site emergency generator were inputted into CalEEMod to complete the calculations of GHG emissions.

The lift station would be served by existing Corona DWP infrastructure. Therefore, Corona DWP's specific energy intensity factors (i.e., the amount of CO_2, CH_4, and N_2O per kilowatt-hour) were inputted into CalEEMod to complete the calculations of GHG emissions. Corona DWP's energy intensity factors were based on the City's Climate Action Plan and reduced by 13 percent to reflect the City's most current energy contract (City of Corona 2012, 2019). With an annual electricity demand of 1,044,630 kWh (or 1044.63 MWh), operation of the lift station would generate approximately 1,358.35 MT of CO_2e emissions per year from electricity use. As discussed in Section 17, *Transportation*, the proposed project would not result in a new increase in trips to the site; therefore, there is no increase in mobile source GHG emissions.

Combined Annual Emissions

Table 12 summarizes the combined annual emissions of GHGs, including construction and operation of the lift station and pipelines. Combined construction and operational GHG emissions would be approximately 1,494 MT of CO_2e per year (see Appendix B for CalEEMod worksheets).

Table 12 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO_2e in metric tons)
Construction	135.0
Operational	
Area	<0.1
Energy	1,358.4
Solid Waste	0
Water	0
Emergency Generator	0.4
Mobile	
CO_2 and CH_4	0
N_2O	0
Total	**1,493.8**

CO_2e = carbon dioxide equivalent; CO_s = carbon dioxide; CH_4 = methane; N_20 = nitrogen dioxide
See Appendix B for CalEEMod worksheets.

As discussed above, the proposed project would have a significant impact related to GHG emissions if project-related emissions would exceed 3,000 MT of CO_2e per year. The project's combined construction and operational GHG emissions would be approximately 1,494 MT of CO_2e per year; therefore, the proposed project would not exceed the threshold.

The City adopted a Climate Action Plan in 2012, which is in the process of being updated. The existing Climate Action Plan does not contain measures that apply specifically to wastewater treatment projects, though it does contain increased recycled water use as a reduction measure (City of Corona 2012). The project would allow the City to consolidate water reclamation, optimize operations, and better serve the residents of Corona, as the existing WRF-3 Treatment Plant is no longer required. The project would convey wastewater to a water reclamation, facility which can subsequently be used for non-potable applications, such as irrigation. Therefore, the proposed project would not conflict with the City's existing Climate Action Plan. Therefore, the project would not conflict with any applicable policy, or regulation adopted for the purpose of reducing GHG emissions. Given the above analysis, impacts related to GHG emissions would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 0.25 mile of an existing or proposed school?	☐	☐	☐	■
d. Be located on a site that is included on a list of hazardous material 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?	☐	☐	☐	■
e. For a project located in 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	■	☐

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project 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?

Project construction would involve the use of potentially hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction best management practices for the use and handling of such materials would be implemented to avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of the proposed project would be temporary and comply with all local, state, and federal regulations regarding the handling of hazardous materials.

The proposed project would house Utility (U) uses. Operation of the proposed project would involve the conveyance of wastewater and would not require the use, storage, or disposal of any water treatment chemicals. However, operation and maintenance of the proposed project may involve the routine transport, use, or disposal of other types of hazardous materials. For example, the lift station would have emergency backup power from an enclosed diesel-engine generator activated by an automatic transfer switch in the event of a power loss. A permanently mounted standby diesel-engine pump and 1,500-gallon diesel fuel tank would also be constructed and used should the generator malfunction during a power loss. Both the generator and standby diesel pump would comply with all SCAQMD permit requirements. The diesel fuel storage tank would comply with CMC Chapter 8.40 and would comply with all permitting requirements established by the Riverside County Department of Environmental Health (DEH) for hazardous materials storage. The diesel engine generator, fuel tank, and pump would be placed within enclosures such that any fuel leaks or spills would be contained and would be regularly inspected per the requirements of the DEH permit. Other routine use of hazardous materials includes fuels and fluids for landscape maintenance equipment and typical institutional cleaning products.

Operation of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22, which would minimize the risk of an accidental release of hazardous materials. With adherence to all applicable laws, impacts related to routine use or accidental release of hazardous materials would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

There are no schools located within 0.25 mile of the project site. The nearest school is the Olive Branch Christian Preschool, which is approximately 1.40 miles northwest of the site. In addition, as mentioned above, the transport, use, and storage of hazardous materials during the construction and operation of the project would be conducted in accordance with all applicable state and federal laws. For these reasons and because there are no schools within the vicinity of the project site, no impact to schools related to the emission or handling of hazardous materials, substances or waste would occur.

NO IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

Government Code Section 65962.5 requires the California Environmental Protection Agency to develop an updated Cortese List. The California Department of Toxic Substance Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List (DTSC 2020). The analysis for this section included a review of the following resources on January 6, 2020 to provide hazardous material release information:

- State Water Resources Control Board (2020) GeoTracker database
- DTSC (2020) EnviroStor database

Based on review of these databases, it was determined the project site is not included on existing lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Within 0.25 mile of the project site, three project sites were listed in the GeoTracker database:

- A permitted underground storage tank at 3940 Temescal Canyon Road (Facility ID: FA0023173), located approximately 500 feet southwest of the project site, that has no history of leaks or contamination.
- A leaking underground storage tank cleanup site was located at 20401 Temescal Canyon Road, approximately 850 feet northwest of the project site. Cleanup status is complete, and the case was closed as of July 14, 1993.
- A DTSC Voluntary Cleanup site was located at 3710 Temescal Canyon Road, approximately 1,200 feet northwest of the project site. Cleanup was completed in 2016 and DTSC determined that all appropriate response actions have been completed, that all acceptable engineering practices were implemented, and that no further removal/remedial action is necessary.

Both cases of historical environmental contamination in the vicinity of the project site have been cleaned to the satisfaction of DTSC.

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 or excessive noise for people residing or working in the project area?

The Corona Municipal Airport is located in the northwest portion of the city, approximately seven miles from the project site. According to the Corona General Plan Technical Background Report Figures 5-8 and 5-9, the project site does not lie within the airport land use hazard zone or within any of the noise compatibility contours associated with the airport (Corona 2018). Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area.

NO IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Public Safety Element of the Draft Corona 2040 General Plan outlines the safety goals and policies of the City and directs the Police and Fire Departments to create annual strategic plans and the City to craft an Emergency Operations Plan (EOP) and Local Hazard Mitigation Plan (LHMP) (City of Corona 2019a). The EOP addresses planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies by establishing the emergency organization and coordination of tasks and procedures for various emergency staff. The LHMP identifies hazards and establishes a plan to prepare for emergencies and prevent or mitigate potential impacts. According to the Draft 2040 General Plan, most major roadways and transit routes exiting the community are crossed by one or more disaster prone areas and the only regional access route in the city is Interstate 15; therefore, evacuation routes will depend on the area affected and the type of hazard (City of Corona 2019a).

The proposed project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site has an existing asphalt driveway that provides access from Temescal Canyon Road and the proposed project does not propose any new roads or infrastructure that have the potential to interfere with or obstruct an adopted emergency response plan or impede fire or police access to the site. All construction staging and activities will occur within the site boundaries and will not significantly impede traffic on Temescal Canyon Road. Project operation and maintenance would not introduce new activities that could impede or interfere with emergency plans, as operation and maintenance would not involve work along Temescal Canyon Road. Therefore, impacts related to emergency response plans and emergency evacuation plans during project construction and operation would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As further discussed in Section 20, *Wildfire*, the project site is located in an urban area of the city of Corona and is not within a State Responsibility Area or Very High Fire Hazard Severity Zone. However, according to the California Department of Forestry and Fire Protection (CalFire) the project site is approximately 0.25 mile west of the nearest SRA and 300 feet west of a “Very High Fire Hazard Severity Zone” that coincides with the Dos Lagos Golf Course (CalFire 2010, 2019). The proposed project would involve the construction of an above ground control building constructed of fire-resistant materials; CMU block walls, fire resistant roof, and enclosed eaves and an underground lift station, and new pipelines. The control building will not include housing or employment offices and would not accommodate occupants. All proposed infrastructure, including backup generators, would be enclosed in structures, which would minimize potential for ignition of surrounding vegetation in the rare event of an electrical equipment malfunction during operation. Therefore, the proposed project would not exacerbate existing risk of wildland fires in the project area and does not include uses, such as residential or office spaces, that would directly expose people to wildland fire risk. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) 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; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	☐	■
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Excavation, grading, and construction activities associated with project construction would result in soil disturbance. As stormwater flows over a construction site, it can pick up sediment, debris, and chemicals, and transport them to receiving water bodies. The nearest receiving water body is the Temescal Wash located approximately 800 feet east of the project site. In order to avoid or reduce impacts to Temescal Wash, the proposed project would require a NPDES General Construction Permit for storm water discharge associated with construction activities. The General Storm Water Permit program for the Santa Ana Region is administered and enforced by the Santa Ana Regional Water Quality Control Board. Objectives of the General Storm Water Permit are: (1) to identify pollutant sources that may affect the quality of storm water discharges from the construction site that are associated with construction activity, and (2) to identify, construct, and implement storm water pollution preventive measures (i.e., BMPs) to reduce pollutants in storm water discharges from the site, both during construction and after construction is completed.

As part of the General Storm Water Permit, the City would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and Monitoring Plan (MP) before commencing construction activities in accordance with CMC Section 15.36.290. The SWPPP would include the following: erosion and sediment control, non-storm water management, post-construction storm water management; waste management and disposal, maintenance, inspection, and repair of construction equipment and vehicles, and employee training to perform inspections of the BMPs at the construction site. The SWPPP would describe both structural and nonstructural BMPs to minimize or eliminate the potential for spills and leakage of construction materials and the potential for erosion of disturbed areas by water and wind. The MP would evaluate the BMPs effectiveness to minimize pollutants that could be picked up by storm water runoff. Inspections would be conducted on the project site once every seven calendar days, or once every 14 calendar days and within 24 hours of a 0.25-inch storm event (U.S. EPA 2017). As such, the proposed project would be consistent with water quality standards and waste discharge requirements. In addition, as discussed above in Section 9, *Hazards and Hazardous Materials,* accidental leaks or accidental spills of hazardous materials that may occur during project construction would be cleaned up and disposed of in accordance with applicable regulations. Therefore, project construction would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

During operation of the project, the lift station would convey wastewater that would be treated in accordance with Title 22 of the California Code of Regulations standards before entering the recycled water distribution system and being used for construction activities, dust control, and landscape irrigation or conveyance to the Santa Ana Watershed. The proposed project would include a standby pump powered by a 250-kW diesel generator for use in the event of an electrical service outage or other disruption to the main pumps. The diesel generator would be fueled by a 1,500-gallon diesel storage tank, both of which would be housed on a paved area of the site in a sound-attenuated enclosure. These enclosures would ensure that accidental spills of diesel fuels would be contained on paved surfaces and would not adversely impact water quality. Therefore, project operation would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Operational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

In September of 2014, the California Legislature enacted comprehensive legislation aimed at strengthening local control and management of groundwater basins throughout the state. Known as the Sustainable Groundwater Management Act (SGMA), the legislation provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for State intervention when necessary to protect the resource. The Upper Santa Ana Valley – Temescal Subbasin, which underlies the project site, is designated as a "medium priority" basin and is, therefore, required per SGMA to be managed by a Groundwater Sustainability Agency (GSA) through implementation of a Groundwater Sustainability Plan (California Department of Water Resources [DWR] 2020). The City of Corona, the City of Norco, and the Home Gardens County Water District have developed and adopted a Memorandum of Understanding for the purpose of forming a GSA for the entirety of the Temescal Subbasin of the Upper Santa Ana Valley Groundwater Basin in accordance with SGMA (DWR 2018). The City prepared a Groundwater Management Plan for the Temescal Subbasin in 2008 and an Urban Water Management Plan in 2016 which outline the goals and policies related to water management in the city and its sphere of influence (City of Corona 2008, 2016).

The California Department of Water Resources website has non-potable Well No.W001 (Station 33827N1175072) located adjacent to the site and has measured groundwater between 26 to 44.3 feet below ground surface between 2011 and 2016 (NMG 2017). Based on groundwater levels in the project area, it is not anticipated that pipeline construction activities would encounter groundwater as project excavations will be within the upper 26 feet. However, information from groundwater monitoring Well No. W001 would be utilized to assess the ground level prior to construction. If dewatering is required, dewatering activities would be temporary and short-term as construction activities are expected to occur over a period of six months. Therefore, dewatering during project construction would not substantially decrease groundwater supplies. Furthermore, construction of the proposed project would not increase the amount of impervious surface as it would be installed on a currently paved asphalt lot. Therefore, the proposed project would not substantially deplete groundwater or interfere with groundwater recharge.

During operation, no potable water would be used. Therefore, the project would have no adverse impacts to groundwater supplies. Because the project would have no significant adverse impacts related to groundwater supplies or recharge, impacts related to sustainable groundwater management planning efforts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?

As discussed above, construction of the proposed project would not increase the amount of impervious surfaces because the lift station and control building would be installed on an existing paved parking lot. Construction activities would comply with all NPDES requirements. Furthermore, as discussed in Section 9, *Hazards and Hazardous* Materials, accidental leaks or accidental spills of hazardous materials that may occur during project construction would be cleaned up and disposed of in accordance with applicable regulations. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area through the addition of impervious surfaces in a manner that would result in substantial erosion, siltation, or flooding, would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, and would not provide substantial additional sources of polluted runoff. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

The project site located in Flood Zone X (an area of minimal flood hazard) and the proposed project would not alter the course of a stream or river (Federal Emergency Management Agency [FEMA] 2008). Additionally, as the project site is already completely paved, the proposed project would not increase impervious surfaces. Therefore, the project would not have the potential to redirect or impede flood flows. No impact would occur.

NO IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is located approximately 30 miles inland and is not in a tsunami inundation zone (DOC 2019c). As discussed under criteria c.(iv), the project site is not depicted within a floodplain on FEMA maps. The nearest large surface water body is Lake Mathews, located approximately 3 miles east of the project site. At this distance, the project site would not be affected by a seiche at Lake Mathews, and intervening topography would likely direct flows away from the site. Therefore, the project site would likely not be subject to potential inundation and would not risk release of pollutants due to inundation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■

a. Would the project physically divide an established community?

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project involves the development of a new control building and lift station on the City-owned property of the existing WRF-3 Treatment Plant. The new building and lift station would be constructed on the existing parking lot on site, as shown in Figure 2. The proposed project is in an urban area surrounded primarily by industrial uses and would not create a division of an existing community as it does not include construction of a wall, roadway, or other component which would divide any nearby communities. Therefore, the project would have no impacts related to the physical division of an existing community.

The project site is zoned Utility (U) and surrounding properties include General Manufacturing (M-2), Light Manufacturing (M-1), and Golf uses. Uses permitted on properties zoned U include uses by public utilities, such as the Corona DWP, which operates the City's water reclamation system. Under the proposed project, uses on site will continue to comply with the U zoning designation and will be consistent with surrounding land uses. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation and no impact would occur.

NO IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	■

a. Would the project 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. Would the project 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?

According to the City of Corona General Plan Technical Background Report (City of Corona 2019), many portions of the city and Temescal Valley are underlain by important mineral deposits. The city currently contains two active mines, with an additional ten active mines outside the formal city boundary but within the City's "Sphere of Influence" (City of Corona 2019a). The project site is not within or adjacent to any of the active mining areas described in the Technical Background Report; the nearest active mine is the Harlow Quarry for sand and gravel, located approximately 3,000 feet southeast of the project site (DOC 2019d). The project site lies within an MRZ-3b zone for Industrial Minerals and MRZ-3 zone for Construction Aggregate Minerals as classified by the California Mining and Geology Board under the California Surface Mining and Reclamation Act of 1975 (City of Corona 2019a). The MRZ-3 classification applies to areas where there is inadequate information to determine the significance of mineral deposits. Given that no known mineral resources of regional or statewide significance exist at the site and that mining and oil extraction activities are not permitted uses under the Utility (U) zoning designation (CMC Section 17.61.140), the proposed project would have no impact on mineral resources.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	■

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may, therefore, be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013a).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dBA; reducing the energy in half would result in a 3 dBA decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8

times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud ([10.5x the sound energy] Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in level as the distance from the source increases. The manner in which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013a). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013a). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2017). Structures can substantially reduce exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours; it is also measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013a). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn}/CNEL depends on the distribution of traffic during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (FTA 2018).

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of

oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Federal Transit Administration [FTA] 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2013b). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second.

Existing Noise Environment

The most common source of noise in the project site vicinity is vehicular traffic on Temescal Canyon Road and Cajalco Road. Operational noise from existing equipment on the project site is also audible on site. To characterize ambient sound levels at and near the project site, three 15-minute sound level measurements (Noise Measurement [NM] 1, NM2, and NM3) were conducted on January 22, 2020. Figure 4 shows the locations of the measurements, Table 13 summarizes the results of the noise measurements, and detailed sound level measurement data are included in Appendix E.

Figure 4 Noise Measurement and Modeled Receiver Locations



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Fig NOI Site Measurements and Receivers

Table 13 Site Noise Measurement Results

Measurement	Location	Sample Times	Distance to Primary Noise Source	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
1	South end of project site	11:52 a.m. – 12:07 p.m.	675 feet to centerline of Temescal Canyon Road	53.0	43.8	70.1
2	North end of project site	12:13 – 12:28 p.m.	750 feet to centerline of Temescal Canyon Road	51.9	47.3	58.6
3	Near existing equipment in center of site	12:33 – 12:48 p.m.	10 feet to operational equipment on project site	61.8	58.8	65.0

Detailed sound level measurement data are included in Appendix E. Measurement locations are included in Figure 4

L_{eq} = equivalent noise level; dBA = decibels (dB) using the A-weighted sound pressure level; L_{max} = the highest root mean squared (RMS) sound pressure level; L_{min} = the lowest RMS sound pressure level

Existing noise sensitive receivers in the area include the single-family residences located approximately 330 feet south of the proposed project.

Regulatory Setting

Corona Municipal Code

Chapter 17.84.040 of the CMC provides the City's noise control regulations. The purpose of this section is to regulate noise and vibration in the interest of the public health, safety and general welfare. The CMC identifies two separate types of noise sources: transportation and stationary. Transportation related noise sources include freeways, airports and railroads, standards for which are discussed further below. The other type of noise standard is for stationary noise sources, such as industrial or construction noise, that may be intrusive to a neighboring private property. Table 14 lists the CMC's stationary noise standards. These standards are used for determining the impact of stationary and construction noise sources to nearby properties.

Table 14 Corona Municipal Code Stationary Noise Source Standards

Land Use	Maximum Allowable Noise Sources (dBA)[1]			
	Exterior Noise		Interior Noise	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Single-, Double-, and Multi-Family Residential	55	50	45	35
Other Sensitive Land Uses[2]	55	50	45	35
Commercial Uses	65	60	Not applicable	Not applicable
Industrial, Manufacturing, or Agricultural	75	70	Not applicable	Not applicable

[1] If the measurement location is on the boundary between two different zones, the lower noise level standard applicable to the zone shall apply.

[2] Non-residential noise-sensitive land uses defined in the Corona Municipal Code include churches, hospitals and similar health care institutions, convalescent homes, libraries and school classroom areas.

Source: Corona Municipal Code Chapter 17.84.040

Section 17.84.040(d) of the CMC expands on Table 14 with the following:

- **Exterior noise:** It shall be unlawful for any person, entity or operation at any location within the incorporated area of Corona to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property to exceed:
  - The noise standard for a cumulative period of more than 30 minutes in any hour;
  - The noise standard plus 5 dB for a cumulative period of more than 15 minutes in any hour;
  - The noise standard plus 10 dB for a cumulative period of more than five minutes in any hour;
  - The noise standard plus 15 dB for a cumulative period of more than one minute in any hour; or
  - The noise standard plus 20 dB for any period of time.

  In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

- **Interior noise.** It shall be unlawful for any person at any location within the incorporated area of Corona to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such a person which causes the noise level when measured within any other residential dwelling unit or sensitive land use to exceed:
  - The noise standard for a cumulative period of more than five minutes in any hour;
  - The noise standard plus 5 dB for a cumulative period of more than one minute in any hour; or
  - The noise standard plus 10 dB, or the maximum measured ambient, for any period of time.

Chapter 17.84.040(C)(3) of the CMC provides transportation noise standards for residential, other sensitive land uses[1], and hotels/motels of 65 CNEL for private outdoor living areas and 45 CNEL for interior areas. No standards are provided for commercial areas.

According to Chapter 17.84.040(D)(2), construction noise is prohibited between the hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m. on Sundays and federal holidays. Construction noise is defined as noise which is disturbing, excessive or offensive and constitutes a nuisance involving discomfort or annoyance to persons of normal sensitivity residing in the area, which is generated by the use of any tools, machinery or equipment used in connection with construction operations.

For vibration, Chapter 17.84.050 of the CMC states that it shall be unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. The perception threshold is defined as more than 0.05 inches per second RMS vertical velocity.

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Construction activity would result in temporary noise in the project area, exposing surrounding sensitive receptors to increased noise levels. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading work) and would be lower during the later construction phases (i.e., building construction, paving). Minimal grading would be anticipated since the project site is already mostly flat. Typical heavy construction equipment during these phases would include backhoes and loaders. It is assumed that diesel engines would power the construction equipment. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

The closest sensitive receivers to project construction would be single-family residences, located approximately 330 feet to the south of the nearest point of project construction. Over the course of a typical construction day, construction equipment would be located as close as 330 feet to the closest sensitive receivers, the single-family residences to the south, but would typically be located at an average distance farther away due to the nature of construction. For example, during a typical construction day, the equipment may operate across the horizontal distance of the site (approximately 200 feet) from a nearby noise receiver. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 100 feet from the southern property line, which would result in an average distance of 430 feet from the single-family residences to the south.

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. A backhoe was analyzed for construction noise impacts due to it being identified as the piece of construction equipment that would be used in the most construction phases (grubbing/land clearing, grading,

[1] Non-residential noise-sensitive land uses defined in the Corona Municipal Code include churches, hospitals and similar health care institutions, convalescent homes, libraries and school classroom areas.

building construction, and paving). At a distance of 430 feet, a backhoe would generate a noise level of 54.9 dBA L_{eq}.

Construction would not occur during the CMC-prohibited hours of 8:00 p.m. to 7:00 a.m., Monday through Saturday and 6:00 p.m. to 10:00 a.m. on Sundays and federal holidays; therefore, construction noise was only analyzed against the City's 7:00 a.m. to 10:00 p.m. noise limits. The 7:00 a.m. to 10:00 p.m. noise limit for residential land uses is 55 dBA; therefore, project construction noise levels would not exceed the exterior noise limit standards. In addition, because standard construction techniques for wood-frame construction buildings required under the California Building Code typically achieve a minimum 25-dBA reduction from exterior sources at interior locations when the windows are in a closed position, interior noise levels would be estimated at 29.9 dBA L_{eq}, which would not exceed the interior daytime noise level of 45 dBA. Therefore, impacts from construction noise would be less than significant.

Operational

The stationary noise impacts associated with the proposed project would include the project's backup emergency generator, diesel bypass pump, and transformer. The backup emergency generator would be a Caterpillar 250 kW diesel generator that would generate a noise level of 75 dBA at 25 feet. The diesel bypass pump would be a Godwin DriPrime CD180M Critically Silenced Diesel Driven Backup LS Pump that would generate a noise of 69 dBA at 30 feet. A transformer noise level of 45 dBA at one foot was obtained from the National Electrical Manufacturer's Association *Dry Type Transformers for General* Applications manual. See Appendix E for specifications and references of the equipment.

These pieces of equipment were inputted into the SoundPLAN noise model; modeling conservatively assumed that the equipment would be in continuous operation. Modeling also conservatively did not include topography, which would likely reduce noise levels at the project site due to the lowered position of the project site compared to the residences to the south. The approximately 6-foot-tall wall at the boundary of the residences to the south was included in the model. Modeled noise levels are shown in Table 15.

Table 15 Operational Noise Levels at Sensitive Receivers

		Noise Level (dBA L_{eq})		
Receiver	**Receiver Description**	**Exterior**	**Interior[1]**	**Exceed Threshold?[1]**
R1	Housing Cluster, southwest	38	13	No
R2	Housing Cluster, south	39	14	No
R3	Housing Cluster, south	24	9	No
R4	Housing Cluster, south to southeast	23	8	No
R5	Housing Cluster, southeast	35	10	No
R6	Golf Course	45	N/A	No

Noise levels calculated in SoundPLAN. See Figure 4 for locations of modeled receivers.

[1] Interior noise levels assumed a 25 dBA reduction from exterior to interior attenuation as typical from standard building materials.

[2] The applicable exterior thresholds for the residential receivers are 55 dBA L_{eq} from 7:00 a.m. to 10:00 p.m. and 50 dBA L_{eq} from 10:00 p.m. to 7:00 a.m.; the applicable interior noise thresholds for the residential receivers are 45 dBA L_{eq} from 7:00 a.m. to 10:00 p.m. and 35 dBA L_{eq} from 10:00 p.m. to 7:00 a.m.; The applicable exterior thresholds for the commercial receivers (golf course) are 65 dBA L_{eq} from 7:00 a.m. to 10:00 p.m. and 60 dBA L_{eq} from 10:00 p.m. to 7:00 a.m.

As shown in Table 15, exterior noise levels would reach as high as 38 dBA L_{eq} at the residences to the south and 45 dBA L_{eq} at the golf course, which would not exceed City of Corona exterior noise limits of 55 dBA L_{eq} from 7:00 a.m. to 10:00 p.m. and 50 dBA L_{eq} from 10:00 p.m. to 7:00 a.m. for residential uses and 65 dBA L_{eq} from 7:00 a.m. to 10:00 p.m. and 60 dBA L_{eq} from 10:00 p.m. to 7:00 a.m. for commercial uses (golf course). In addition, interior noise levels as high as 14 dBA L_{eq} at the residences would not exceed City of Corona interior noise limits of 45 dBA L_{eq} from 7:00 a.m. to 10:00 p.m. and 35 dBA L_{eq} from 10:00 p.m. to 7:00 a.m. for residential uses. Therefore, operational noise impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the project. The greatest anticipated source of vibration during general project construction activities would be from a vibratory roller, which may be used during paving activities and may be used within 350 feet of the nearest off-site structures (the single-family residences to the south). A vibratory roller would create approximately 0.050 inches per second RMS at a distance of 25 feet (Caltrans 2013b). This vibration would attenuate to 0.003 inches per second RMS at a distance of 350 feet. This is lower than the City's perceptible impact threshold of 0.05 inches per second RMS. Therefore, temporary impacts associated with the roller (and other potential equipment) would be less than significant.

The project does not include any substantial vibration sources associated with operation. Therefore, operational vibration impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or 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?

The Corona Municipal Airport is located approximately seven miles north of the project site. According to the noise compatibility contours figure for the Corona Municipal Airport in the Riverside County Airport Land Use Compatibility Plan Policy Document (Riverside County Airport Land Use Commission 2004), the project site is not located within the airport's 55 CNEL noise contour. Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or employees of the project, and no impacts would occur.

NO IMPACT

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project induce substantial unplanned 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. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As discussed in the project description of this report, the proposed project is part of the City's efforts to consolidate wastewater treatment to optimize operations, achieve long-term cost savings, and better serve the residents and businesses of Corona. The proposed project does not include residential development or the demolition of existing residential development and, therefore, would not directly cause population growth or the displacement of significant numbers of existing people or housing. Additionally, the proposed project does not include uses that would generate new jobs or sources of employment and no indirect impacts on population growth and housing would occur.

NO IMPACT

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15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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?	☐	☐	☐	■

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The City of Corona and Riverside County Fire Departments provide fire protection services within the city. Additionally, CalFire provides fire protection services in the vicinity of the project site within the State Responsibility Area located approximately 0.25 mile east of the site. The Corona Fire Department, Riverside County Fire Department, and CalFire operate seven, two, and one fire stations within the city, respectively. The nearest fire station is Corona Fire Department Station No. 7, which is a 1.2-mile drive from the project site. Riverside County Fire Department Station No. 13 and the CalFire Fire Station are both located 4.9 roadway miles from the project site. According to the Corona General Plan Technical Background Report, Corona Fire Station No. 7 is staffed by four staff members, which exceeds the three-person standard in the county, and there are no known deficiencies in firefighting capacity or infrastructure within project site area (City of Corona 2018).

The project would involve construction of an underground lift station and aboveground control room, neither of which would substantially increase demand for fire protection services. As discussed in Section 14, *Population and Housing*, the project would not directly or indirectly lead to population growth that could result in impacts to the provision of fire services. The 1997 EIR for the

WRF-3 Treatment Plant found that the wastewater treatment facility would have less than significant impacts on the provision of fire protection services, even with the use of wastewater treatment chemicals on site (City of Corona 1997). The proposed project will involve lower intensity uses on the site, as the new lift station facility will not utilize hazardous chemicals in its operation. Therefore, project would result in no further impact related to the provision of new or physically altered fire protection facilities.

NO IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Corona Police Department (CPD) serves the project site from its headquarters at 730 Public Safety Way, approximately 6.5 roadway miles from the project site. The police department has over 220 employees, including officers and civilian personnel, and had an emergency response time average of 4 minutes 59 seconds in 2016 (CPD 2017). The proposed project involves construction of wastewater conveyance infrastructure and would not substantially increase demand for police protection services, as it would not lead to direct or indirect population growth. The project would result in no further impact associated with the provision of new or physically altered police protection facilities.

NO IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

As discussed in Section 14, *Population and Housing*, the proposed project will not create direct or indirect population growth that could lead to the need for new or physically altered schools. Therefore, no impacts related to schools would occur.

NO IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Recreational amenities within the city are well distributed and include 25 public parks containing approximately 352 acres, five private golf courses, and several natural open space areas, such as the Sage Open Space and Fresno Canyon, which offer 67 acres of space for walking, hiking, and biking (City of Corona 2018). However, the city has a population of approximately 165,366 residents and the city's current parkland ratio is approximately 2.1 parkland acres per 1,000 residents. The desired standard stated in the 1975 Quimby Act is three acres of parkland per 1,000 residents. As such, the city currently has a deficiency of 144.4 acres in parkland (City of Corona 2018).

As discussed in Section 14, *Population and Housing*, the proposed project would not lead to direct or indirect population growth as it does not include housing or new sources of employment. Though

the city currently does not meet the desired parkland ratio, the proposed project will not cause population growth that would exacerbate the parks deficiency; therefore, the proposed project would not require the provision of new or physically altered parks and no impacts related to parks would occur.

NO IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The proposed project would involve construction of wastewater conveyance infrastructure and would not contain elements that would require expansion or physical alteration of governmental facilities. The proposed project will allow the City to decommission the WRF-3 Treatment Plant and consolidate wastewater treatment within the City in order to conserve resources, optimize operations, and better serve the community. As previously mentioned, the proposed project will not lead to population growth which could require the expansion of public services and facilities. Therefore, the proposed project would result in no further impact related to the provision of new or physically altered governmental facilities.

NO IMPACT

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16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
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?	☐	☐	☐	■

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?

As discussed in Section 15, *Public Services*, recreational amenities within the city include 25 public parks containing approximately 352 acres, five private golf courses, and several natural open space areas, such as the Sage Open Space and Fresno Canyon. According to the Corona General Plan Technical Background Report, these recreational amenities are well distributed throughout the city. However, the city has a population of 165,366 residents and the city's current parkland ratio is approximately 2.1 parkland acres per 1,000 residents. The desired standard stated in the 1975 Quimby Act is three acres of parkland per 1,000 residents. As such, the city currently has a deficiency of 144.4 acres in parkland (City of Corona 2018).

As discussed in Section 14, *Population and Housing*, the proposed project would not lead to direct or indirect population growth as it does not include housing or new sources of employment and would not expand water services to new, undeveloped areas. Therefore, the proposed project would not increase the use of existing parks and recreational facilities or cause deterioration of such facilities. The proposed project also does not include the creation of recreational facilities or expansion of such facilities which might have an adverse physical effect on the environment. Though the city currently does not meet the desired parkland ratio, the proposed project will not cause population growth that would exacerbate the existing parkland deficiencies and there would be no impacts to recreational amenities.

NO IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■
d. Result in inadequate emergency access?	☐	☐	■	☐

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The Riverside County Transportation Commission (RCTC) is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program (CMP) in the project area. According to the most recent CMP (RCTC 2011), the level of service (LOS) standard is E; however, the City of Corona has adopted a LOS standard of D for most roadway segments in the city (City of Corona 2019b). Additionally, the City of Corona General Plan Circulation Element includes goals of facilitating the safe and efficient movement of people and goods throughout the city and region, reducing VMT through transportation system management, improving and expanding alternative transportation infrastructure, providing adequate parking, and securing funding for transportation improvements (City of Corona 2004).

Construction staging would occur on the existing WRF-3 Treatment Plant site and would be contained within the site and the site access roadway. Therefore, construction would pose minimal disruption to traffic flow along Temescal Canyon Road. Construction-related vehicle trips would include construction workers traveling to and from the project work zones and staging areas, haul trucks (including for import and export of excavated materials, as needed), and other trucks associated with equipment and material deliveries. Construction-related vehicle trips would total up to 48 trips per day for lift station construction and 25 trips per day for pipeline installation, according to CalEEMod and Roadway Construction Emissions Model outputs (Appendix B). Such trips would occur on area roadways, such as Temescal Canyon Road and Cajalco Road, and I-15 which are the primary access routes to the project site. Because construction is a short-term activity and trips would account for a relatively small proportion of existing traffic on area roadways, construction-related traffic impacts would not be substantial.

The proposed project involves construction and operation of wastewater conveyance infrastructure, which would not conflict with adopted policies, plans, or programs addressing the circulation system, including public transit, bicycle, or pedestrian facilities. The proposed new lift station would be placed on existing, City-owned property and new pipelines associated with the proposed project would be located underground on City-owned property. Project operation would involve one maintenance trip to and from the site per day. However, this would not represent a net increase in the base traffic volume, because the existing WRF-3 Treatment Plant on the project site is manned by an operator, which also involves one daily trip to and from the site. Given the minimal number of trips associated with construction and no net increase in trips during project operation, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines Section 15064.3(b) identifies criteria for evaluating transportation impacts. Specifically, the guidelines state VMT exceeding an applicable threshold of significance may indicate a significant impact. According to Section 15064.3(b)(3) of the CEQA Guidelines, a lead agency may include a qualitative analysis of operational and construction traffic. Pursuant to Section 15064.3(c), the provisions of this section do not apply statewide until July 1, 2020, although a lead agency may elect to immediately apply the provisions of the updated guidelines. However, as discussed below, the project is not expected to affect VMT in the project area.

A VMT calculation is typically conducted on a daily or annual basis, for long-range planning purposes. As discussed under item (a), traffic on local roadways may be temporarily increased during project construction due to vehicle trips to and from the site during construction. Increases in VMT from construction would be short-term, minimal and temporary. In addition, operation of the proposed project would not result in a net change in site visits compared to existing conditions. Therefore, impacts associated with VMT per CEQA Guidelines Section 15064.3 would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project would involve installation of water pipeline infrastructure and a lift station within the existing City-owned property currently occupied by the WRF-3 Treatment Plant. The project would not involve reconfiguration of any roadways or intersections that could result in a substantial increase in traffic hazards. No impact would occur.

NO IMPACT

d. Would the project result in inadequate emergency access?

Construction activities related to the proposed project would occur entirely within the existing WRF-3 Treatment Plant property and would not impact emergency access on the adjacent roadway, Temescal Canyon Road. Construction of the proposed new pipelines would occur within the site access driveway; however, site access would remain available as the existing WRF-3 Treatment Plant will continue to operate during construction of the proposed project. Project operation and maintenance would not introduce new activities that could result in inadequate emergency access. Therefore, impacts related to emergency access during project construction and operation would be less than significant.

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	■
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	■

On July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted, expanding CEQA by defining a new resource category, "tribal cultural resources." AB 52 states, "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states the lead agency shall establish measures to avoid impacts altering the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the CRHR or in a local register of historical resources as defined in PRC Section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified or adopted. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those having requested notice of projects proposed in the jurisdiction of the lead agency.

On January 13, 2020, Corona DWP received a letter from the Native American Heritage Council that provided a list of tribes who have ancestral ties to the project area. On February 10, 2020, the City distributed AB 52 consultation letters for the proposed project, including project information, map, and contact information, to 33 Native American Tribes (38 contacts) (see Appendix C for a copy of the letters). The Native American contacts provided with an AB 52 consultation letters include the following list of recipients:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Cahuilla Band of Indians
- Campo Band of Diegueño Mission Indians
- Ewiiaapaayp Band of Kumeyaay Indians
- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Jamul Indian Village
- Juaneño Band of Mission Indians
- Juaneño Band of Mission Indians Acjachemen Nation
- La Jolla Band of Luiseño Indians
- La Posta Band of Diegueño Mission Indians
- Los Coyotes Band of Cahuilla and Cupeño Indians
- Manzanita Band of Kumeyaay Nation
- Mesa Grande Band of Diegueño Mission Indians
- Morongo Band of Mission Indians
- Pala Band of Mission Indians
- Pauma Band of Luiseño Indians
- Pechanga Band of Luiseño Indians
- Ramona Band of Cahuilla Indians
- Rincon Band of Luiseño Indians
- San Fernando Band of Mission Indians
- San Luis Rey Band of Mission Indians
- San Pasqual Band of Diegueño Mission Indians
- Santa Rosa Band of Cahuilla Indians

- Soboba Band of Luiseño Indians
- Sycuan Band of the Kumeyaay Nation
- Torres-Martinez Desert Cahuilla Indians
- Viejas Band of Kumeyaay Indians

Under AB 52, Native American tribes have 30 days to respond and request further project information and formal consultation. All letters were received by February 10, 2020. Therefore, the consultation request period for all tribes closes on March 11, 2020.

The City received five response letters of which four declined or deferred any further consultation. The Rincon Band of Luiseño Indians requested a phone consultation on February 28, 2020. Consultation began on March 11, 2020 and ended on March 12, 2020 with the agreement to have tribal monitoring during the period of excavation which is further discussed below.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

As discussed in Section 5, *Cultural Resources*, Rincon requested a records search of the Sacred Lands File from the NAHC to identify the potential for cultural resources within the project site and to obtain contact information for Native Americans groups or individuals who may have knowledge of resources within the project site. The Sacred Lands File search was returned with positive results, which means the NAHC identified a potentially sensitive tribal cultural resource within the project area. However, it is unknown whether the identified tribal cultural resource is located on the project site. As part of its AB 52 consultation process, the City prepared and sent letters to 33 NAHC-listed Native American contacts to request information on potential cultural resources in the project vicinity that may be impacted by project development. The NAHC reviews the Sacred Lands File by quadrangle map, which provides a large area to review to determine a positive or negative results response. Given the level of development within and adjacent to the project site, it is likely that the sacred site identified by the NAHC exists in the surrounding area and not on the project site.

At the time of this reporting, no known sacred sites or tribal cultural resources have been specifically identified within the project site. The Rincon Band of Luiseño Indians did not identify any existing tribal cultural resources on the project site during the consultation process, but recommended that archaeological and tribal monitoring occur during ground disturbance activities. The requirement for this monitoring is identified in Section 5, *Cultural Resources.*

Because no tribal cultural resources were identified during the records search, site survey or as a result of the consultation process, no impact would occur.

NO IMPACT

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
c. 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?	☐	☐	☐	■
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	■	☐
e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

The proposed project would involve the construction of an underground lift station and aboveground control building as part of the City's reclaimed water service. The project would not expand the potable water system or increase potable water pipeline capacity to serve additional customers. As concluded by this IS-MND, the wastewater conveyance facilities included in the

proposed project would not cause unmitigable significant environmental effects. Consequently, no additional impact related to water facilities would occur.

Wastewater Treatment

The Corona DWP collects and processes wastewater from the city, including the project site. The City's sewer system consists of 13 lift stations, associated force mains, gravity sewer pipes, and three water reclamation facilities (WRFs), which treat up to 15.5MGD. Wastewater in the city is treated to tertiary levels for reuse as irrigation or safe discharge to the Santa Ana and Temescal Rivers (City of Corona 2019a).

The proposed project would not generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment. The proposed WRF-3 Lift Station would collect sewage tributary to WRF-3 Treatment Plant and pump the sewage to Arantine Hills Lift Station from where it will be pumped into the City's sewer system which directs the sewage to WRF-1 Treatment Plant. As a result of redirecting sewage flow, the proposed WRF-3 Lift Station would eliminate the treatment operations of the WRF-3 Treatment Plant and enable decommissioning the plant. The proposed project will enable the City to consolidate wastewater treatment, increase efficiency, conserve resources, and better serve the community. Therefore, the project would not require relocation or construction of new wastewater facilities, and impacts would be less than significant.

Stormwater Drainage

As discussed in Section 10, *Hydrology and Water Quality*, construction of the proposed project would not increase the amount of impervious surface in the area because the lift station and control building would be installed on an existing parking lot. Therefore, the proposed project would not substantially alter the existing drainage pattern as compared to existing conditions and would not increase stormwater flow such that new or expanded stormwater drainage systems would be necessary. Therefore, the project would not create or contribute runoff water such that new or expanded stormwater drainage systems would be necessary, and impacts would be less than significant.

Electric Power

As discussed in Section 6, *Energy*, the project would require approximately 1,044,630 kWh of electricity annually to operate the proposed lift station. The existing WRF-3 Treatment Plant would be decommissioned upon the completion of the WRF-3 Lift Station and energy use associated with the existing treatment plant would cease. Therefore, the proposed project's estimated energy use is conservative. The lift station would be served by existing Corona DWP infrastructure. Given the project would be served by existing electric power infrastructure in the project vicinity, no new or relocated energy facilities would be required as a result of the proposed project. Impacts related to electric power would be less than significant.

Natural Gas

The project would not involve any components requiring natural gas service and is not anticipated to involve the relocation of existing natural gas facilities. Therefore, no impact related to natural gas facilities would occur.

Telecommunications

The proposed project would require telecommunications within the control building. However, the project area is already served by the requisite telecommunication infrastructure and no expansion or relocation of telecommunications facilities would be required. Therefore, no impacts related to telecommunications facilities would occur.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The proposed project consists of the construction and operation of wastewater conveyance infrastructure and will not require the consumption of water on site within the unmanned control building. The proposed project is designed to convey sewage to WRF1. The City's water reclamation system treats 11.4 mgd. Approximately 2.0 mgd of this are used to irrigate landscaping, golf courses, and parks within the city, with excess treated water conveyed to the Santa Ana and Temescal Rivers. The proposed project would not cause a decrease in flow in any portion of a watercourse. Therefore, sufficient water supplies are available to serve the demands of the project area. Project construction water requirements will be met via Corona DWP's existing supplies and facilities. Therefore, sufficient water supplies would be available to serve the project, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project 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?

As discussed under item (a) of this section, the proposed project would not generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. As discussed under item (b) of this section, the proposed project would convey wastewater for treatment in the City-operated Water Reclamation Facilities and subsequent reuse as irrigation or conveyance to water bodies within the area. The proposed project will allow Corona DWP to better provide for the wastewater treatment needs of the community and conserve resources by streamlining operations. Therefore, the proposed project would not result in increased demand for wastewater treatment in the city and no impacts would occur.

NO IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

Construction activities may temporarily generate solid waste, including soil spoils, pavement debris, or other construction waste, which would be disposed of in accordance with all applicable federal, State, and local statutes and regulations. Approximately 3,427 cubic yards of excavated soil will be generated during project construction. Approximately 67 percent of cut soil is expected to be reused as backfill material within the project area, and minimal remaining inert construction waste

would be disposed of at existing construction waste landfills in the area, such as the El Sobrante Landfill located approximately five miles away or the Blythe Landfill located approximately 50 miles away. Due to the temporary nature of construction and minimal amount of construction waste anticipated to require disposal, the project would not generate quantities of solid waste that would account for a substantial percentage of the total daily regional permitted capacity available at landfills accepting such waste. Therefore, waste generated by demolition and construction activities would not exceed the available capacity at the landfills serving the project area that would accept debris generated by the project.

As standard practice, the City complies with all applicable laws and regulations related to solid waste generation, collection, and disposal. The project would result in a short-term and temporary increase in solid waste generation during construction but would not substantially affect standard solid waste operations of any landfill accepting waste. Recycling and reuse activities during construction would comply with the California Integrated Waste Management Act of 1989 (AB 939).

Once operational, the project would include unmanned facilities and would not generate solid waste. Therefore, solid waste impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	■	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	■	☐
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	■	☐

The project site is located in an urban area of Corona and is not within a State Responsibility Area or Very High Fire Hazard Severity Zone. According to Figure 5-13 of the Corona General Plan Technical Background Report, the project site has not been subject to any wildfires in the past 120 years (City of Corona 2018). However, based on maps produced by CalFire, the project site is approximately 0.25 mile west of the nearest State Responsibility Area and 300 feet west of a "Very High Fire Hazard Severity Zone" that coincides with the Dos Lagos Golf Course (CalFire 2010, 2019). Within the vicinity of the project site, one to two wildfires have occurred since 1900 (City of Corona 2018).

a. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

As discussed in Section 9, *Hazards and Hazardous Materials*, the Public Safety Element of the Corona General Plan outlines the safety goals and policies of the City and directs the Police and Fire Departments to create annual strategic plans and the city to craft an EOP and LHMP. According to the Draft 2040 General Plan, most major roadways and transit routes exiting the community,

including Temescal Canyon Road, are crossed by one or more disaster prone areas and the only regional access route in the city is Interstate 15; therefore, evacuation routes will depend on the area affected and the type of hazard (City of Corona 2019a).

While the project site is located in the vicinity of a Very High Fire Hazard Severity Zone, the proposed project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project site has an existing asphalt driveway that provides access from Temescal Canyon Road and the proposed project does not propose any new roads or infrastructure that have the potential to interfere with or obstruct an adopted emergency response plan or impede fire or police access to the site. All construction staging and activities will occur within the site boundaries and will not significantly impede traffic on Temescal Canyon Road. Project operation and maintenance would not introduce new activities that could impede or interfere with emergency plans, as operation and maintenance would not involve work along Temescal Canyon Road. Therefore, impacts related to emergency response plans and emergency evacuation plans during project operation would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Heavy duty equipment used during project construction may produce sparks with the potential to ignite vegetation. However, PRC Section 4442 mandates the use of spark arrestors, which prevent the emission of flammable debris from exhaust, on earth-moving and portable construction equipment with internal combustion engines operating on any forest-covered, brush-covered, or grass-covered land. Furthermore, PRC Sections 4427 and 4431 specify standards for conducting construction activities on days when a burning permit is required, and PRC Section 4428 requires construction contractors to maintain fire suppression equipment during the highest fire danger period (April 1 to December 1) when operating on or near any forest-covered, brush-covered, or grass-covered land. Therefore, with compliance with applicable PRC provisions, project construction would not exacerbate wildfire risk.

The proposed project would involve the construction of an underground lift station, aboveground control building using fire resistant materials, and new pipelines and would not include housing or employment offices and would not accommodate occupants. All proposed infrastructure, including backup generators, would be enclosed in structures, which would minimize potential for ignition of surrounding vegetation in the rare event of an electrical equipment malfunction during operation. Furthermore, according to Figure 5-3 of the City's General Plan Technical Background Report, the

project site is designated as Class 0 (lowest risk) for landslides (City of Corona 2018). Therefore, the project would not exacerbate wildfire risk and would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. The proposed project would not require associated infrastructure such as fuel breaks or emergency water sources resulting in temporary or ongoing impacts to the environment. Impacts would be less than significant.

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21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially 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, substantially 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. 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. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a. Does the project have the potential to substantially 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, substantially 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?

The proposed project would be constructed within an existing City-owned property on a portion of the site that is entirely paved and does not contain suitable habitat for fish and wildlife species, as discussed in Section 4, *Biological Resources*. Therefore, the proposed project would not substantially reduce the habitat of fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. In addition, as discussed in Section 5, *Cultural Resources*, the project would not eliminate important examples of the major periods of California history or

prehistory because none are known to be present in the project area. As a precaution, Mitigation Measures CR-1 and TCR-1 would be implemented during construction to minimize impacts to any previously undiscovered cultural resources.

NO IMPACT

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)?

As described in the discussion of environmental checklist Sections 1 through 20, with respect to all environmental issues, the proposed project would not result in significant and unmitigable impacts to the environment; all anticipated impacts associated with project construction and operation would be either less than significant or less than significant with mitigation incorporated. This is largely due to the fact that project construction activities would be temporary and confined to the existing WRF-3 Treatment Plant site, and project operational activities would not significantly alter the environmental baseline condition.

Cumulatively considerable impacts could occur if the construction of other projects occurs at the same time as the proposed project and in the same vicinity, such that the effects of similar impacts of multiple projects combine to expose adjacent sensitive receptors to greater levels of impact than would occur under the proposed project. For example, if the construction of other projects in the area occurs at the same time as construction of the proposed project, potential impacts associated with air quality, noise, and traffic to residents in the project vicinity may be more substantial.

Within the vicinity of the proposed project, there are three projects currently in progress: the I-15 Express Lanes Project, a new residential subdivision, and a new commercial development. The I-15 Express Lanes Project is currently under construction, approximately 2,500 feet west of the project site. The Express Lanes Project involves the construction of one to two managed lanes in each direction, along with stormwater runoff treatment services, eleven bridge widenings, an electronic toll collection system, and additional supporting features along a 14.6-mile corridor from Cajalco Road in Corona to just south of State Route 60 (United States Department of Transportation 2020). According to the RCTC, the Cajalco Interchange Improvements portion of the 1-15 Express Lanes project is 92-percent completed and construction is expected to be finished in February 2020 (RCTC 2020). Therefore, the portions of the I-15 Express Lanes Project nearest to the WRF-3 Lift Station project site would be completed prior to project construction and no cumulative impacts would occur.

In addition, a new single-family home development is being constructed along Eagle Glen Parkway in Arantine Hills, approximately 5,000 feet west of the site on the other side of I-15, and a new commercial development is under construction in the Dos Lagos neighborhood, approximately 4,000 feet south of the project site on Temescal Canyon Road. It is likely that these projects would be under construction at the same time as the proposed project. As discussed in Section 3, *Air Quality*, construction and operational air pollutant emissions from the proposed project would not exceed SCAQMD thresholds. Because air quality analyses are cumulative in nature, the proposed project would not have a cumulatively considerable contribution to any cumulative air quality impacts posed by other projects in the vicinity.

Section 12, *Noise*, concludes that operation of the project, including operational traffic and operation of the proposed lift station, would not result in a perceptible increase in ambient noise

levels. Construction noise generated by the proposed project would remain well below the FTA daytime threshold for an 8-hour period at the nearest noise-sensitive receptors, located approximately 330 feet south of the project site. Construction and operation of the proposed project would not create noise that exceeds the City's noise ordinance requirements for exterior or interior noise levels at the closest sensitive receivers. These sensitive receivers are located approximately 3,300 feet north of the new commercial development in Dos Lagos and 4,500 feet east of the residential subdivision in Arantine Hills. Construction and operation of these new developments would be subject to the CMC noise ordinance requirements, including construction hour restrictions. Due to the distance between the proposed project and cumulative projects in the vicinity, along with intervening structures, the project would not contribute to cumulative noise impacts.

As discussed in Section 16, *Transportation*, construction of the proposed project would be limited to the City-owned property and would not impede traffic flow on Temescal Canyon Road or Cajalco Road. Additionally, there would be no net change in traffic associated with operation of the proposed WRF-3 Lift Station. Therefore, the proposed project would not have a cumulatively considerable contribution to traffic impacts in the area.

Project impacts are primarily temporary, localized effects that would occur during the construction phase, which will last approximately six-months. Once operational, the project would not have significant adverse environmental impacts that could combine with other projects' effects to create cumulatively considerable impacts. Therefore, the proposed project is not anticipated to result in a cumulatively considerable contribution to a significant cumulative impact.

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in the preceding sections, the project would not result, either directly or indirectly, in substantial adverse effects related to air quality or noise. As discussed in Section 9, *Hazards and Hazardous Materials*, project operation will not involve the routine use of extremely hazardous materials. The diesel generator and fuel stored on site will comply with all permitting requirements and will be located in a paved area in enclosures that would contain any accidental leakages. Compliance with applicable rules and regulations during project construction and operation would reduce potential impacts on human beings related to hazards and hazardous materials to a less than significant level.

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