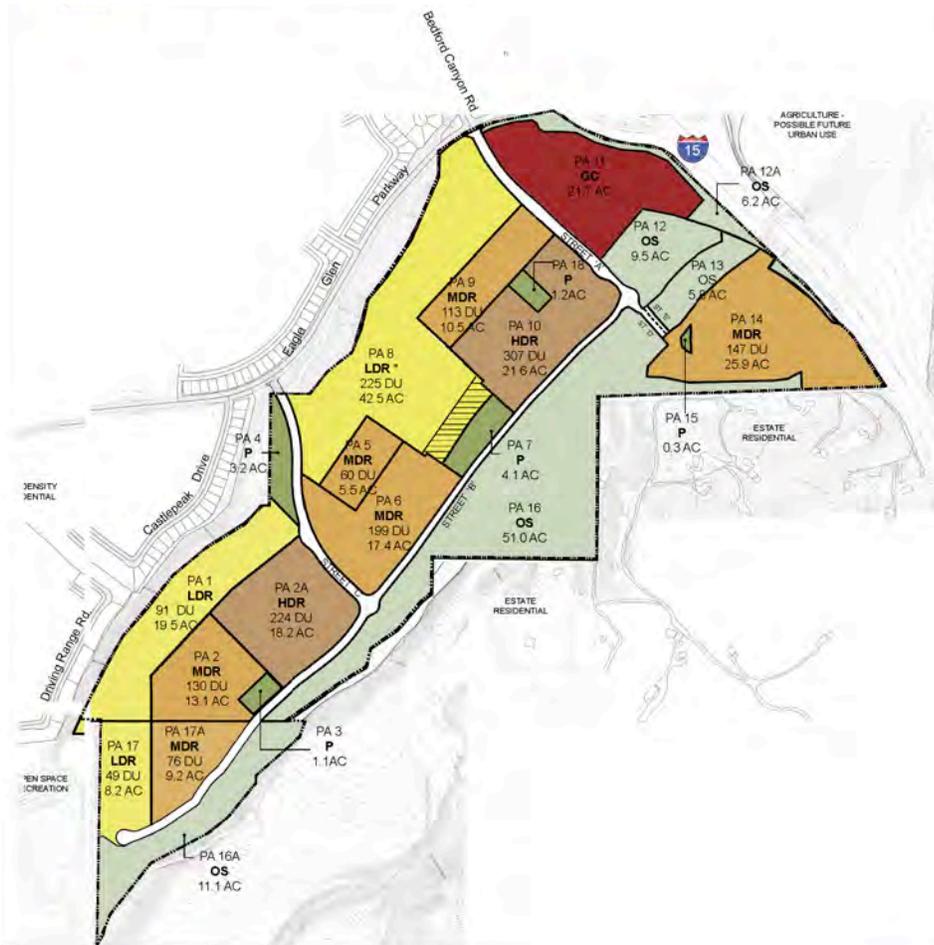


DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

FOR
ARANTINE HILLS SPECIFIC PLAN AMENDMENT NO. 3

SCH NO. 2006091093
CITY OF CORONA, CALIFORNIA



February 2020



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**DRAFT
SUPPLEMENTAL ENVIRONMENTAL
IMPACT REPORT**

**FOR
ARANTINE HILLS SPECIFIC PLAN AMENDMENT NO. 3**

**SCH NO. 2006091093
CITY OF CORONA, CALIFORNIA**

Submitted to:

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Project No. CICOR1901

February 2020



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1.0 INTRODUCTION AND BACKGROUND

1.1 PROPOSED CHANGES TO THE APPROVED PROJECT

The project Applicant, Bedford Marketplace, LLC, seeks approval of Amendment No. 3 to the Arantine Hills Specific Plan (AHSP) to increase the boundary of the AHSP by approximately 17.85 acres. The Approved Project, AHSP Amendment No. 2, permits an 80,000 square foot retail commercial center on approximately 10 acres within Planning Area (PA) 11. The Modified Project (AHSP Amendment No. 3) proposes to increase the size of the commercial center located on PA 11 by 11.64 acres and the amount of general commercial uses from 80,000 square feet to 223,730¹ square feet a 135-room hotel. The Modified Project would also add approximately 6.21 acres of Open Space to the AHSP within new PA 12A. To implement the Arantine Hills Specific Plan Amendment (AHSPA), the project Applicant proposes a General Plan Amendment (GPA), Parcel Map (PM), Noise Variance, Precise Plan (PP), and this Supplement to the previously certified AHSP EIR and subsequent amendments. These discretionary approvals represent the “proposed project,” “proposed Modified Project,” or “Modified Project” analyzed in this Supplemental Environmental Impact Report, and they are summarized as follows:

- GPA 2019-0002
- SPA 2019-0005
- PM 37788
- PP 2019-0008
- VMIN 2019-0006 (Noise Variance)

1.2 PURPOSE OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

The purpose of a Supplemental Environmental Impact Report (SEIR) is to assess the change in the environmental significance conclusions originally reached in a previous Environmental Impact Report (EIR) attributable to either: 1) change in a project; 2) change in the circumstance under which a project is undertaken; or 3) introduction of new information of substantial importance that was not known at the time the previous EIR was certified. The reason for preparation of this SEIR primarily relates to the first condition (i.e., change in a project), because the project definition contained in the current proposal differs from the project that was approved as part of previous environmental documents. Section 1.1 contains a brief summary of the proposed project changes and Section 2.0 contains a detailed discussion

¹ The 223,730 square feet of general commercial uses consists of 135,000 square feet of retail space and 88,730 square feet of hotel space.

of the proposed project changes. The process undertaken and the determinations reached by the City governing why this SEIR is being prepared are detailed in Section 1.3.

1.3 SUPPLEMENTAL EIR

The purpose of this document is to evaluate the proposed changes to the AHSP (i.e., proposed project or Modified Project) in comparison to the project as originally approved in 2012, amended in 2016, and amended a second time in 2018. The prior approvals were based on the original 2012 AHSP EIR, 2016 SEIR No. 1, and 2018 EIR Addendum. In this SEIR or SEIR No. 2, references to the Prior EIR constitute the three prior environmental approvals for the Approved Project (i.e., the original certified EIR, SEIR No. 1, and the EIR Addendum). All prior environmental approvals as well as SEIR No. 2 are designated by State Clearinghouse Number 2006091093.

SEIR No. 2 evaluates the proposed modifications to the Approved Project in accordance with the California Environmental Quality Act (CEQA) as implemented by Public Resources Code (PRC) Section 21000 et seq. and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3: Guidelines for the Implementation of the California Environmental Quality Act, Section 1500 et seq.). SEIR No. 2 has been prepared by the City to address potential impacts from the proposed changes to the AHSP in comparison to the impacts evaluated for the approved AHSP. In succinct terms, SEIR No. 2 compares the Modified Project's impacts to the Approved Project's impacts.

To determine whether the Modified Project is eligible for the preparation of an SEIR, the criteria in Section 15162 governing preparation of Subsequent CEQA documents and the additional criteria in Section 15163 governing preparation of Supplemental CEQA documents must be met, as follows:

1. There are no substantial changes associated with the Modified Project which require major revisions to the previous EIR due to new significant impacts or a substantial increase in the severity of previously identified significant effects (Section 15162).
2. There are no substantial changes with respect to the circumstances under which the Modified Project is undertaken which require major revisions to the previous EIR due to new significant impacts or a substantial increase in the severity of previously identified significant effects (Section 15162).
3. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified that shows any of the following (Section 15162):
 - (a) The Modified Project will have one or more significant effects not discussed in the previous EIR.

- (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR.
 - (c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Modified Project, but the project proponents decline to adopt the mitigation measure or alternative.
 - (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
4. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the Modified Project in the changed situation (Section 15163).

As stated in Section 15163 of the CEQA Guidelines, the Lead Agency may choose to prepare a Supplemental EIR rather than a Subsequent EIR if:

1. Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
2. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the Modified Project in the changed situation.

The City has determined that a Supplemental EIR, rather than a Subsequent EIR, is appropriate for the Modified Project because all of the conditions in Section 15163 regarding preparation of a Supplemental EIR can be met, including minor changes to the Prior EIR necessary to make it adequately apply to the Modified Project.

An SEIR need contain only the information necessary to make the Prior EIR adequate for the Modified Project as revised (Section 15163). Additionally, an SEIR may be circulated in accordance with CEQA Section 15087 by itself without recirculating the Prior EIR. When the Lead Agency decides whether to approve the Modified Project, the decision-making body shall consider the previous EIR as revised by the SEIR. A finding under Section 15091 must be made for each significant effect shown in the previous EIR as revised in the SEIR.

1.4 TECHNICAL STUDIES AND RELATED DOCUMENTS INCORPORATED BY REFERENCE

SEIR No. 2 incorporates and references several technical studies, analyses, and reports prepared specifically to analyze the effects of the Modified Project.

Technical studies and reports addressing the Modified Project have been used to prepare the applicable analytical sections of SEIR No. 2. These documents are included in SEIR No. 2 Appendices B through J and include:

- *Bedford Marketplace Air Quality and Greenhouse Gas Memorandum*, November 26, 2019, Urban Crossroads
- *Bedford Marketplace Soil Import/Export Air Quality Assessment*, August 9, 2019, Urban Crossroads
- *Biological Technical Report for the Bedford Marketplace Project*, October 2019, Carlson Strategic Land Solutions
- *Consistency Determination Bedford Marketplace Project*, October 2019, Carlson Strategic Land Solutions
- *Cultural and Paleontological Resources Assessment Bedford Canyon Marketplace*, August 9, 2019, Duke Cultural Resources Management
- *Cultural/Paleontological Resource Survey Update for the Bedford Canyon Marketplace Project- Bedford Ranch Phase 2B Mass Grading Plan*, November 13, 2019, Duke Cultural Resources Management
- *Preliminary Geotechnical Evaluation for Proposed Bedford Marketplace*, July 22, 2019, LGC Geotech
- *Preliminary Geotechnical Recommendations Regarding the Updated Mass Grading Plan and Haul Route Study*, August 30, 2019, LGC Geotech
- *Phase I Environmental Site Assessment Bedford Marketplace - Arantine Hills Tract 8*, June 10, 2019, EBI Consulting
- *Phase I Environmental Site Assessment Bedford Marketplace – RCTC Portion*, June 10, 2019, EBI Consulting
- *Preliminary Water Quality Management Plan Bedford Commercial Site*, January 29, 2020, Hunsaker & Associates
- *Water Supply Assessment Update*, October 17, 2019, Fusco Engineering
- *Hydrology Analysis Lot 8*, November 2019, Hunsaker & Associates
- *PA 14 Hydrology and WQMP Certification*, October 2019, Hunsaker & Associates
- *Bedford Marketplace Noise Impact Analysis*, January 30, 2020, Urban Crossroads
- *Bedford Marketplace Traffic Study*, January 10, 2020, Urban Crossroads
- *Sewer System Hydraulic Analysis*, February 14, 2020, Hunsaker & Associates

1.5 INTENDED USE OF THE SUPPLEMENTAL EIR

CEQA and the CEQA Guidelines establish the City as the Lead Agency, which is defined in CEQA Guidelines Section 15367 as “the public agency which has the principal responsibility for carrying out or approving a project.” The Lead Agency is responsible for determining if a project meets the CEQA definition of a project. If determined to be a CEQA project, the Lead Agency determines if a project is exempt from CEQA, requires approval of a Negative Declaration (ND) or Mitigated Negative Declaration (MND), or requires preparation of an EIR.

SEIR No. 2 has been prepared by the City in accordance with CEQA and the CEQA Guidelines. SEIR No. 2 will be used by the City, responsible agencies, and the public for the purpose of evaluating the environmental effects associated with proposed AHSPA No. 3 and associated GPA, SPA, PM, Variance, and PP.

1.6 LEAD AGENCY CONTACT INFORMATION

The Lead Agency for the proposed project is the City of Corona. The contact person for the Lead Agency is:

Sandra Yang, Senior Planner
City of Corona
Community Development Department
400 S. Vicentia Avenue
Corona, California 92882

1.7 PUBLIC REVIEW PERIOD

A notice of preparation (NOP) was distributed to members of the public and public agencies for a 30-day review period starting October 28, 2019. The NOP requested input from recipients regarding the scope and content of the environmental information to be included in the SEIR. At the conclusion of the review period, four agencies provided comments on the NOP. A summary of the agency comment letters is shown in Table 1.A, as well as the location in SEIR No. 2 that addresses the issues raised. The NOP and the NOP response letters are included in Appendix A.

Table 1.A: Summary of Comments Received in Response to the NOP

Agency / Individual	Summary of Comments	Response / Section in SEIR Where Issue is Addressed
South Coast Air Quality Management District Lijin Sun lsun@aqmd.gov (11/19/19)	SCAQMD has provided the following comments/recommendations: <ul style="list-style-type: none"> • Requested a copy of the SEIR and technical appendices be sent directly to SCAQMD. • The analysis in the SEIR should use the CEQA Air Quality Handbook for guidance and rely on the CalEEMod land use emissions software. • Quantify criteria pollutant emissions and compare the results to SCAQMD’s CEQA regional pollutant emissions significance thresholds. • Calculate localized air quality impacts and compare results to localized significance thresholds (LSTs). • Analyze potential adverse air quality impacts from all phases of the project, including construction and operations. • If the project generates substantial heavy-duty diesel vehicle trips, conduct a mobile source health risk assessment. If the project generates significant adverse air quality impacts, alternatives capable of lessening or avoiding the impacts should be considered.	Potential air quality impacts are analyzed in Section 3.4.3. The analysis included in Section 3.4.3 is based on an Air Quality Technical Memo included in Appendix B. The technical memo includes analysis using CalEEMod and incorporates an LST analysis. The proposed Modified Project does not generate or attract substantial heavy-duty diesel vehicle trips; therefore, a health risk assessment is not warranted and was not conducted.
Southern California Association of Governments Ping Chang Anita Au au@scag.ca.gov (11/21/19)	The Southern California Association of Governments (SCAG) recommends the SEIR compare the Modified Project’s consistency with the goals and strategies contained in the 2016 Regional Transportation Plan/Sustainable Communities Strategies (2016 RTP/SCS). In addition, SCAG offers assistance regarding where to find applicable demographic and growth forecast data and suggestions regarding mitigation measures.	Consistency with the 2016 RTP/SCS is discussed in Section 3.4.10. Because the Modified Project is part of a larger planning effort (i.e., the AHSP) and the proposed commercial uses will bring commercial uses and services into an area that is lacking such uses and services, the Modified Project is consistent with the 2016 RTP/SCS goals and policies regarding location of land uses to reduce vehicle miles traveled,

Table 1.A: Summary of Comments Received in Response to the NOP

Agency / Individual	Summary of Comments	Response / Section in SEIR Where Issue is Addressed
		reducing traffic congestion and associated noise and air quality impact.
California Department of Fish and Wildlife Joanna Gibson Scott Wilson Joanna.gibson@wildlife.ca.gov (11/25/19)	CDFW recommends the following information be provided/assessed within the SEIR: <ul style="list-style-type: none"> • An assessment of the various habitat types located within the project footprint and a map that identifies the location of each habitat type. • A general biological inventory of the fish, amphibian, reptile, bird, and mammal species present or have the potential to be present on the project site. • A recent inventory of rare, threatened, endangered, or other sensitive species located within the project footprint and within offsite areas with the potential to be affected. • A recent floristic-based assessment of special status plants and natural communities. • Information regarding the regional setting that is critical to the assessment of environmental impacts. • A full accounting of all mitigation/conservation lands within and adjacent to the project site. • A discussion of potential impacts from lighting, noise, human activity, defensible space, and wildlife-human interactions, including changes to drainage patterns and water quality. • A discussion of potential indirect impacts on biological resources within and adjacent to the project footprint. 	Potential impacts to biological resources, including the topics raised by CDFW, are discussed in Section 3.4.4. The analysis included in Section 3.4.4 is based on a Biological Technical Report included in Appendix C-1. The Biological Technical Report also includes a MSHCP Consistency analysis (Appendix C-2), as suggested by CDFW. It is important to note the comment incorrectly describes the project site within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP) fee are boundary. The project site is located west of I-15 and not within the SKR HCP fee are boundary. Mitigation Measures from the Prior EIR remain applicable, with modifications, to the Modified Project.

Table 1.A: Summary of Comments Received in Response to the NOP

Agency / Individual	Summary of Comments	Response / Section in SEIR Where Issue is Addressed
	<ul style="list-style-type: none"> • An evaluation of impacts to adjacent open space lands from both construction and long-term operational and maintenance. • A cumulative effects analysis as described under CEQA Guidelines Section 15130. • An analysis of a range of reasonable project alternatives. • CDFW provided sample mitigation measures to consider. • The project is located within the boundaries of the MSHCP and must be evaluated for consistency. • The project is located within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP) fee are boundary. • The project may be subject to the Lake and Streambed Alteration Program under Section 1602 of the Fish and Game Code. 	
<p>Riverside County Transportation Commission Stephanie Bianco sblanco@retc.org (12/6/19)</p>	<p>The Riverside County Transportation Commission (RCTC) generally supports the Modified Project. To mitigate short term noise impacts, RCTC suggests the Modified Project's soil import operation be limited to hours of the day/night that do not conflict with the general flow of traffic on I-15. In addition, RCTC recommends that the SEIR analyze the effects of I-15 traffic noise levels on the sensitive land uses proposed as part of the Modified Project including a 500-foot buffer.</p>	<p>The project Applicant proposes to import soil during nighttime hours (8:00 p.m. to 4:00 a.m.), if the soil is to be imported from an off-site location as opposed to PA 14. Regarding the effects of traffic noise on the proposed Modified Project's sensitive uses, recent case law has clarified that the purpose of CEQA analysis is to address a project's impacts on the environment and not the environment's impacts on a project. Noise from the I-15 freeway is an existing environmental condition, and therefore the SEIR will not address impacts of</p>

Table 1.A: Summary of Comments Received in Response to the NOP

Agency / Individual	Summary of Comments	Response / Section in SEIR Where Issue is Addressed
		freeway noise on the proposed Modified Project. However, the Modified Project is required to comply with the City’s noise ordinance governing interior and exterior noise levels. This will be conducted as part of Precise Plan review and approval.

The Draft SEIR is being distributed to public agencies and other interested parties for review and comment. The Draft SEIR is also available at the following locations and on the City’s website:

Corona City Hall Community Development Department 400 South Vicentia Avenue Corona, California 92882 Phone: (951) 736-2434	Circulation Desk Corona Public Library 650 South Main Street Corona, California 92882 Phone: (951) 736-2381
Hours: Monday through Friday: 8:00 a.m. to 5:00 p.m. www.Corona.Ca.gov	

All comments received from agencies and individuals on the Draft SEIR will be accepted during the public review period, which will not be less than 45 days, in compliance with CEQA. All comments on the Draft SEIR should be sent to the City contact person at the address listed above.

Following the close of the public review period, the City will prepare responses to all comments and will compile these comments and responses into a Final SEIR. All responses to comments submitted on the Draft SEIR by public agencies during the CEQA comment period will be provided to those agencies at least 10 days prior to final action on the Modified Project. The City will make findings regarding the extent and nature of the impacts as presented in the Final SEIR. The Final SEIR will need to be certified as complete by the City Council prior to making a decision to approve or deny the Modified Project (i.e., the GPA, SPA, PM, Noise Variance, and PP. Public input is encouraged at all public hearings (e.g., Planning and Housing Commission, City Council) regarding the proposed Modified Project before the City.

1.8 FORMAT OF THIS ENVIRONMENTAL ANALYSIS REPORT

This report has been organized into seven chapters, described below:

- Chapter 1.0: Introduction and Background. Chapter 1.0 includes an introduction to SEIR No. 2, a summary of the project changes constituting the proposed Modified Project and necessitating preparation of SEIR No. 2, a discussion of why SEIR No. 2 is being prepared, documents incorporated by reference, technical studies prepared assessing the Modified Project, intended use of SEIR No. 2, definition of the City as Lead Agency and contact person, the public review process, and the format of SEIR No. 2.
- Chapter 2.0: Modified Project Description. Chapter 2.0 summarizes the proposed Modified Project, describes the location and setting of the Modified Project site and vicinity, describes in detail the major components of the Modified Project requiring discretionary actions by the City, compares the proposed land use changes to the Approved Project, lists the Modified Project objectives, and defines the major discretionary actions and steps necessary to carry out the proposed Modified Project.
- Chapter 3.0: Comparative Evaluation of Environmental Impacts. Chapter 3.0 addresses the Modified Project's potential to have a physical effect on the environment and includes a comparison of those impacts to the Approved Project's impacts analyzed in the Prior EIR. This comparative analysis has been undertaken pursuant to provisions of CEQA to provide decision-makers with a factual basis for determining if any topics would need further assessment in SEIR No. 2 by the application of CEQA Guidelines Section 15163.
- Chapter 4.0: Updated Mitigation Monitoring and Reporting Program. Chapter 4.0 includes the updated Mitigation Monitoring and Reporting Program resulting from the analysis of impacts contained in SEIR No. 2.
- Chapter 5.0: List of Preparers. Chapter 6.0 includes a list of the key individuals who participated in preparing SEIR No. 2.

2.0 MODIFIED PROJECT DESCRIPTION

2.1 MODIFIED PROJECT LOCATION AND SETTING

The “proposed project” or “Modified Project” consists of proposed changes to the Arantine Hills Specific Plan (AHSP). The AHSP boundary currently covers 307.8 acres located below the foothills of the Santa Ana Mountains adjacent to the southeastern boundary of the City of Corona (City). The City is generally situated southwest of the City of Riverside, south of the City of Norco, and northwest of the City of Lake Elsinore. The AHSP is bounded by the Eagle Glen Specific Plan development on the north and west, the Cleveland National Forest to the south, and Interstate 15 (I-15) to the east. The proposed project is located within the United States Geological Survey (USGS) 7.5-Minute Topographic Map Corona South, California Quadrangle.

The project Applicant, Bedford Marketplace, LLC, proposes to amend the Arantine Hills Specific Plan (AHSP) to increase the AHSP boundary by approximately 17.85 acres. The proposed Specific Plan Amendment (SPA) would be the third amendment to the AHSP. Arantine Hills Specific Plan Amendment (AHSPA) No. 3 would result in a revised AHSP boundary of 325.7 acres. The 17.85 acre expansion area is located in the northeast portion of the AHSP, adjacent to the east side of Planning Area (PA) 11, at the southwest quadrant of the I-15/Cajalco Road interchange. The 17.85 acre property is currently owned by the Riverside County Transportation Commission (RCTC). The project Applicant proposes to expand commercial land use within the AHSP using a portion of this property. The revised commercial acreage would be developed as a coordinated commercial center referred to as Bedford Marketplace. The remainder of the RCTC property would be designated open space.

A portion of the additional property, currently owned by the Riverside County Transportation Commission (RCTC), would increase the size of the planned commercial center within the AHSP. The resulting acreage would be developed as a coordinated commercial center referred to as Bedford Marketplace. The remainder of the RCTC property would be designated open space.

An aerial view of the existing and proposed AHSP boundaries is shown in Figure 2.1.

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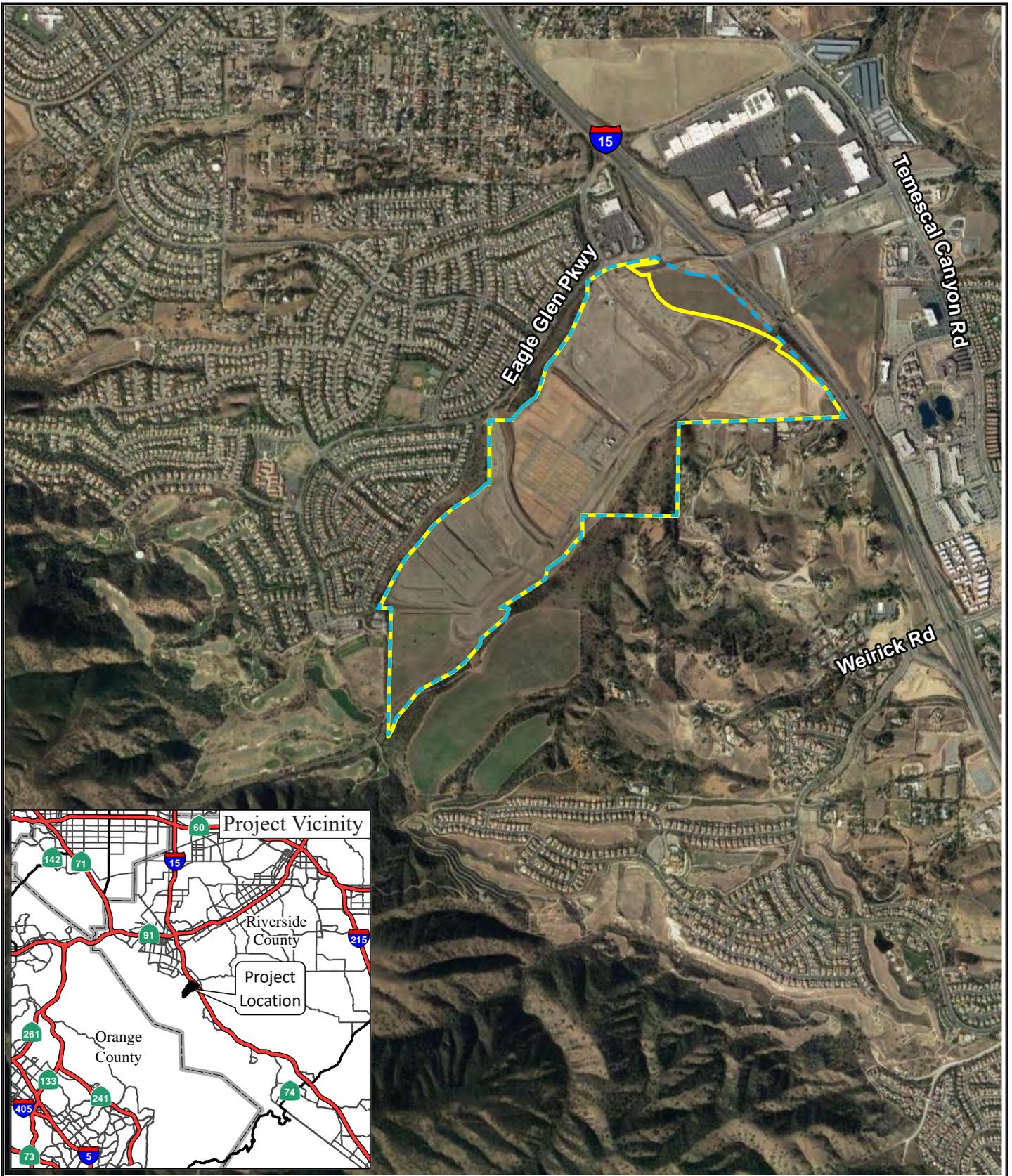


FIGURE 2.1

enplanners

Legend

- Approved Arantine Hills Specific Plan Boundary
- Modified Arantine Hills Specific Plan Boundary



N.T.S.

Source: Google (2019).

*Arantine Hills Specific Plan Amendment No. 3
Supplemental EIR No. 2
City of Corona*

Aerial View of Regional and Project Location

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The AHSP lies on an alluvial plain located within the Bedford Canyon Wash on the eastern slopes of the Santa Ana Mountains. The AHSP contains varied terrain comprising alluvial deposits over stable bedrock below. Bedford Canyon Wash runs northeast through the AHSP. The AHSP consists of two topographical areas, the elevated bluff above and south of the canyon and the lower-lying Bedford Canyon Wash. The Bedford Canyon Wash separates the bluff area from the lower-lying areas immediately to the north. The lower-lying areas are relatively flat, with an overall downward slope to the northeast.

Consistent with the approved and current AHSP, a majority of the property in the AHSP boundary has been previously graded as part of the developing Bedford residential community. The 17.85-acre expansion area is located adjacent to the east side of the current PA 11 boundary. PA 11 is located on the east side of the Bedford Canyon Road southerly extension from Cajalco Road, with the Bedford community on the west side of the Bedford Canyon Road extension. The I-15 freeway including the I-15/Cajalco Road Interchange currently under construction is located to the east of PA 11 and the 17.85-acre expansion area. The expansion area contains ruderal vegetation and has been subject to disturbance from construction of the I-15/Cajalco Road Interchange.

PA 11 currently consists of an approximately 10-acre property planned for commercial uses located adjacent to the expansion area. PA 11 has been graded as a flat pad consistent with the approved and current AHSP, and utility connections have been stubbed at the entrance to the pad. The extension of Bedford Canyon Road southerly from Cajalco Road forms the western boundary of current PA 11. The new section of Bedford Canyon Road has been graded, paved, and curb, gutter, and sidewalk have been installed.

Bedford Canyon Wash lies to the south of the expansion area along the southern portion of the lower-lying region of the current AHSP and marks the boundary of the elevated areas further south. The Wash is an ephemeral stream with a sandy bottom and sparsely vegetated alluvial fan sage scrub and non-native vegetation. The Wash receives flows from the Santa Ana Mountains, through the Eagle Glen Golf Club, through the AHSP area, continuing downstream to Temescal Creek and ultimately the Santa Ana River. As part of implementation of the current AHSP, the Wash has been widened and improved with buried rip-rap along the banks and buried grade control structures to control erosion and scour. Two concrete crossings (upstream and downstream) provide access to the south side of the Wash and the associated maintenance access road. Restoration of Bedford Canyon Wash includes planting with an alluvial fan sage scrub seed mix. The aerial view of the project area shown in previously referenced Figure 2.1 provides an indication of the project site coverage.

2.2 MODIFIED PROJECT DEFINITION

2.2.1 Modified Project

The proposed changes to the Arantine Hills Specific Plan (AHSP) represent the “Modified Project” or “proposed project” under scrutiny in this Supplemental EIR (SEIR). To implement the proposed Arantine Hills Specific Plan Amendment (AHSPA) requested by the project Applicant, Bedford Marketplace, LLC, several discretionary actions must be approved by the City of Corona (City). These actions include approval of this SEIR (SEIR No. 2), a General Plan Amendment (GPA), Specific Plan Amendment (SPA), Parcel Map (PM), Noise Variance, and Precise Plan (PP). Each of these actions, or project components, is described in Section 2.5.

The AHSP was first approved in 2012 by certified EIR, amended in 2016 by SEIR No. 1, and amended a second time in 2018 by EIR Addendum. The AHSP guides development of up to 1,806 residential dwelling units (dus) on 191.6 acres, 80,000 square feet (sf) of commercial building area on 10.03 acres, 9.9 acres of parks, 77.4 acres of open space, and 18.9 acres of master planned roadways within the current 307.8-acre AHSP boundary.

The proposed SPA is the third amendment to the AHSP. AHSPA No. 3 would expand the AHSP boundary by approximately 17.85 acres consisting of 11.64 acres of additional General Commercial (GC) land use and 6.21 acres of additional Open Space (OS). Specifically, the 17.85 acres would be added to PA 11. The overall AHSP boundary would expand from 307.8 to 325.7 acres, with GC land use increasing from 10.0 to 21.7 acres and OS increasing from 77.4 to 83.6 acres. Planned residential, park, and roadway development quantities/acreages would not be affected.

The 11.64 acre increase in GC land use would expand the quantity of commercial building area by approximately 143,730 sf that includes a 135-room hotel. The resulting commercial building area would be 223,780 sf on 21.67 acres. The permitted land use types in the AHSP GC category include retail, restaurants, services, entertainment, lodging and offices plus community services including daycare, emergency medical care and others. The permitted GC land use types would remain unchanged as part of AHSPA No. 3.

As noted previously, the 6.21 acre increase in OS would result in a revised total of 83.6 acres.

For the purposes of SEIR No. 2, the following naming conventions are used interchangeably:

- Approved Project = current AHSP = existing AHSP. As originally approved in 2012, modified by SPA No. 1 in 2016, and modified by SPA No. 2 in 2018. The Approved Project encompasses 307.8 acres and allows up to 1,806 residential dus on 191.6 acres, 80,000 sf of commercial building area on 10.03 acres, 9.9 acres of parks, 77.4 acres of open space, and 18.9 acres of master planned roadways within a 307.8-acre AHSP boundary.

- Modified Project = proposed Modified Project = proposed project = proposed AHSPA No. 3. The overall AHSP boundary would increase from 307.8 to 325.7 acres, with GC acreage increasing from 10.0 to 21.7 (11.64) acres and OS acreage increasing from 77.4 to 83.6 (6.21 acres). Planned residential, park, and roadway development quantities/acreages would not be affected. The expansion of the AHSP boundary would result in an increase of approximately 143,730 sf in commercial building area that includes a 135-room hotel over and above the Approved Project.
- Modified Project Site = the 17.85-acre expansion area. The Modified Project Site pertains only to the 11.64 acres of GC and 6.21 acres of OS land uses to be added to the AHSP. The property to be designated GC would be added to existing PA 11 and the property to be designated OS would form new PA 12A.

Because of the naming convention similarity between the Modified Project and the Modified Project Site as used in SEIR No. 2, it is worth reiterating the difference. The Modified Project or proposed project refers to the entire AHSP as revised by proposed AHSPA No. 3. The Modified Project Site references only the 17.85-acre property to be added to the AHSP boundary.

The Modified Project Site currently has a lower elevation than the commercial pad in PA 11. The Modified Project Site is also lower in elevation than the sewer lift station recently constructed as part of the approved AHSP in PA 12 and 13 adjacent to the south of PA 11. Sewage from the Modified Project Site would not be able to gravity flow to the lift station. To bring the Modified Project Site up to an elevation similar (within five feet) of the existing 10-acre commercial pad in PA 11 and to enable gravity flow to the existing sewer lift station, import of approximately 440,000 cubic yards of soil is required.

Table 2.A summarizes the Approved Project and Modified Project land use acreages and development quantities by land use type.

Table 2.A: Comparison of the Approved Land Uses and the Proposed Amendment to the Arantine Hills Specific Plan

Land Use	Approved Project		Modified Project	
	Acreage	DUs/SF	Acreage	DUs/SF
Residential	191.6	1,806	191.6	1,806
Commercial	10.03	80,000	21.7	223,730 ¹
Parks	9.9	NA	9.9	NA
Open Space	77.4	NA	83.6	NA
Roadways	18.9	NA	18.9	NA

DUs = residential dwelling units

SF = commercial building area

NA = not applicable, not considered a developed land use

¹ Includes a 135-room hotel.

2.2.2 Proposed Commercial

The 11.64 acre increase in GC land use would expand the quantity of commercial building area in the AHSP by approximately 143,730 sf which includes a 135-room hotel. The resulting commercial building area would be 223,730 sf on 21.67 acres. The permitted land use types in the AHSP GC category include retail, restaurants, services, entertainment, lodging and offices plus community services including daycare, emergency medical care and others. The permitted GC land use types would remain unchanged as part of AHSPA No. 3.

Bedford Marketplace would have three entrances from the extension of Bedford Canyon Road south from Cajalco Road/Eagle Glen Parkway. A combination 8-foot sidewalk and 6-foot trail would form the western boundary of the commercial center. The pedestrian linkages are intended to provide connectivity between the Bedford Canyon Road/Eagle Glen Parkway intersection to the south and a recently constructed trail system located on the north side of Bedford Canyon Wash, a recently constructed dog park, and to the developing Bedford residential community.

The retail and service uses would occupy a majority of PA 11 fronting Cajalco Road to the north and Bedford Canyon Road (extended) to the west. The eastern border of the retail and service uses would be the limits of the AHSP boundary as revised by the Modified Project. While the retail and service entities have not been finalized and are subject to change, potential uses within Bedford Marketplace include a fuel facility with convenience store, auto-spa, quick serve coffee with drive thru, financial institution with drive thru, day care center, health and fitness club, super market, pharmacy, hotel, sit-down restaurants, quick serve restaurants, and other retail stores consistent with neighborhood retail centers.

Parking consistent with the City's parking code is planned throughout Bedford Marketplace. Shopping center identification monument signage is planned at the corner of Bedford Canyon Road and Eagle Glen Parkway. A tenant identification pylon sign facing I-15 is planned north of the hotel site and a pylon sign specific to the hotel is planned south of the hotel site along I-15. A tenant monument sign is planned at the north perimeter of the site adjacent to Eagle Glen Parkway as well as along the west perimeter adjacent to Bedford Canyon Road. Certain uses, such as the hotel, will also have wall-mounted building signage on the eastern elevation of the building. A detailed master sign program outlines all proposed signage.

The proposed 135-room hotel would be located south of the commercial uses in the southeastern portion of the Modified Project Site, north of the proposed water quality basin, and east of the existing water

quality basin in PA’s 12 and 13. The hotel would have a height of four stories or 50 feet, whichever is greater. Hotel parking would be accommodated by surface parking lots.

2.2.3 Proposed Open Space

The 6.21 acre increase in OS land use would increase the quantity of open space area in the AHSP from 77.4 to 83.6 acres. The increase in OS would occur in newly created PA 12A proposed as part of AHSPA No. 3.

2.3 ADJACENT LAND USES

Directly north of the Modified Project is the Eagle Glen Specific Plan area, a residential and golf course community. There is an existing neighborhood commercial center located on Bedford Canyon Road, just north of Cajalco Road, adjacent to I-15. To the south of the Modified Project lies unincorporated land and a series of large scattered lots located on rugged topography that are privately owned agricultural and estate residential land.

Table 2.B provides a summary of existing land use, General Plan land use designations, and zoning within the AHSP boundary and the surrounding areas.

Table 2.B: Existing and Surrounding Land Use, General Plan Land Use Designations, Zoning

Location	Current Land Uses	General Plan Land Use Designations	Zoning
Existing AHSP boundary	Vacant/developing residential and commercial uses	General Commercial; High Density Residential; Medium Density Residential; Low Density Residential; Parks; Open Space; and Master Planned Roadways	General Commercial; High Density Residential; Medium Density Residential; Low Density Residential; Parks; Open Space; and Master Planned Roadways
North and Northwest	Eagle Glen Specific Plan	Low Density Residential and Commercial Center	Single-Family Residential
Southeast	Unincorporated Rural Residential	Riverside County Rural Residential	Riverside County Rural Residential
Northeast	I-15 right-of-way; improvements under construction	Agriculture (including the 17.85 acre RCTC property constituting the Modified Project Site	Agriculture

Source: City of Corona General Plan Land Use Map, adopted March, 2004.

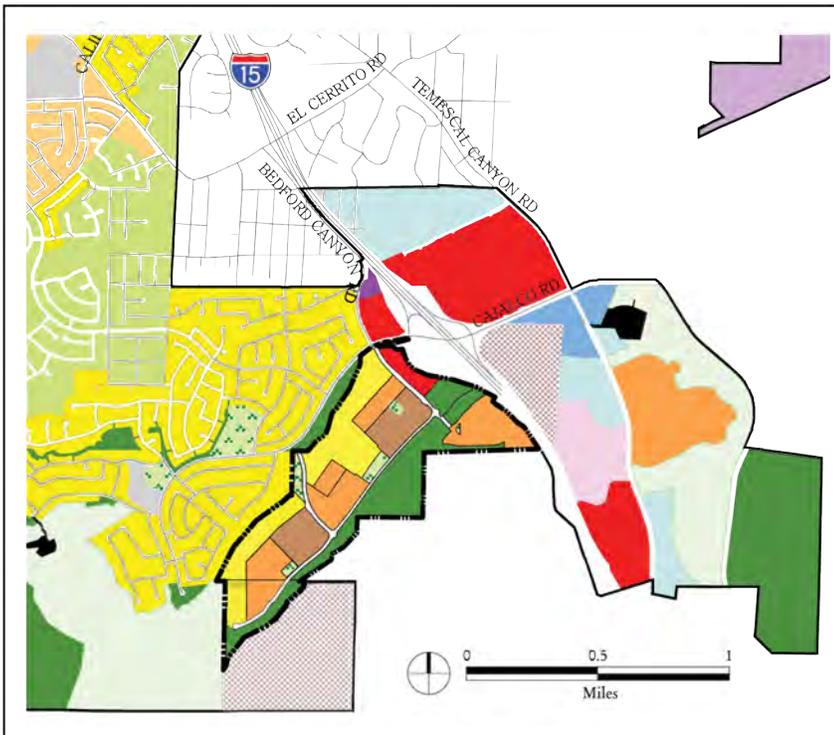
2.4 GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

Existing land use, General Plan Land Use Designations, and Zoning for the current AHSP and adjacent properties are shown in previously referenced Table 2.B. The Approved Project (i.e., current AHSP) and Modified Project (i.e., proposed AHSP) General Plan, Specific Plan, and Zoning quantities are shown in Table 2.C. Figure 2.2 illustrates the existing and proposed General Plan land use designations for the AHSP. Figure 2.3 illustrates the existing and proposed zoning designations for the AHSP.

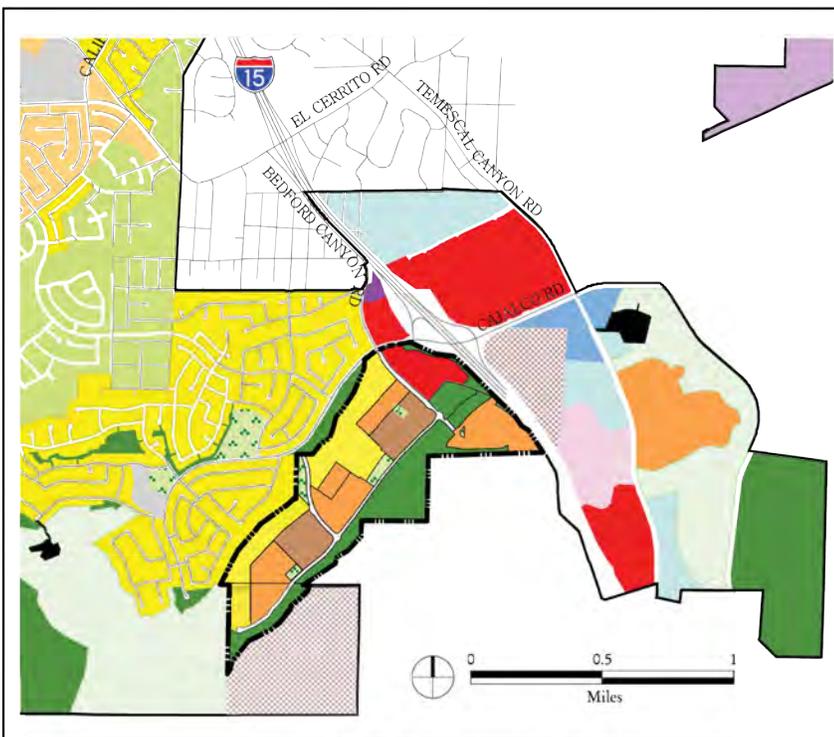
Table 2.C: Existing and Proposed General Plan, Specific Plan, and Zoning Quantities

Land Use	Approved Project Quantities	Modified Project Quantities
General Commercial (GC)	10.03 acres	21.7 acres
High Density Residential (HDR)	39.6 acres	39.6 acres
Medium Density Residential (MDR)	81.8 acres	81.8 acres
Low Density Residential (LDR)	70.2 acres	70.2 acres
Parks (P)	9.9 acres	9.9 acres
Open Space (OS)	77.4 acres	83.6 acres
Master Plan of Roadways	18.9 acres	18.9 acres
TOTAL	307.8 acres	325.7 acres

Sources: Arantine Hills Specific Plan, KTG Y Group, Inc., adopted January 2019; Arantine Hills Specific Plan, Amendment No. 3, KTG Y Group, Inc., December 2019.



Approved GPA (January 2019)



Proposed GPA (November 2019)

Land Use Designations

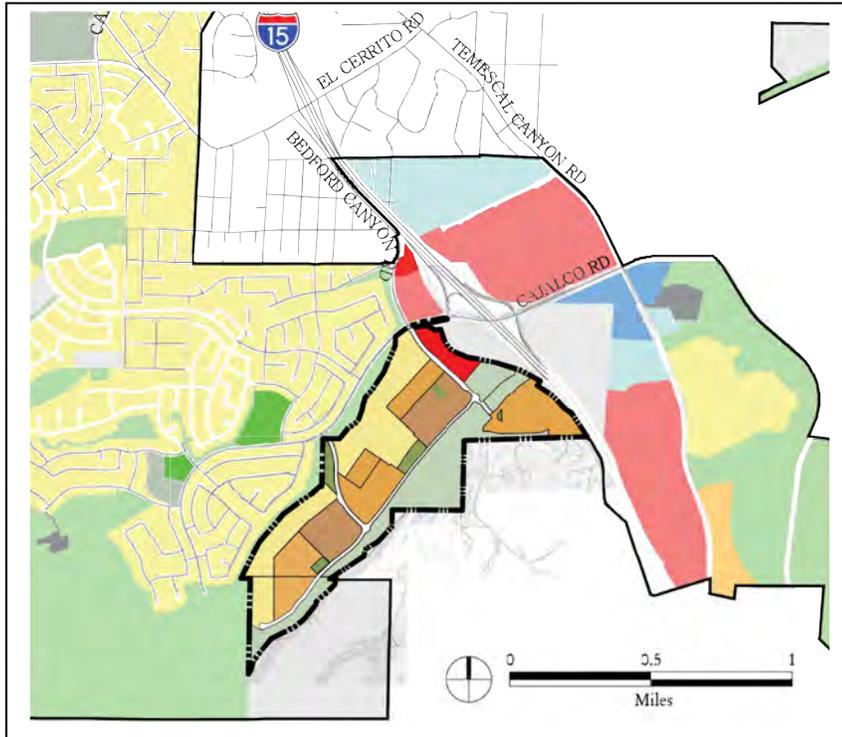
- City Boundary
- Agriculture - Possible Future Urban Use
- Rural Residential I
(0.2 - 0.5 du/adjusted gross acre)
- Rural Residential II
(0.5 - 1 du/adjusted gross acre)
- Estate Residential
(1 - 3 du/adjusted gross acre)
- Low Residential
(3 - 6 du/adjusted gross acre)
- Low Medium Residential
(6 - 8 du/adjusted gross acre, single family detached units)
- Medium Residential
(6 - 15 du/adjusted gross acre, single and multi-family units)
- High Residential
(15 - 36 du/adjusted gross acre, up to 75 du/adjusted gross acre for senior units)
- General Commercial
- Office Professional
- General Industrial
- Light Industrial
- Mixed Use I: Commercial and Residential
- Mixed Use II: Commercial and Residential
- Downtown Commercial/ Mixed Use
- Open Space General
- Open Space Recreation
- Park
- Public School
- Fire Station
- Utility
- Site Boundaries

Source: City of Corona City Boundary, 2003, General Plan 2004, Streets, 2000; and EIP Associates, General Plan and GIS Program, April 19, 2004.

FIGURE 2.2



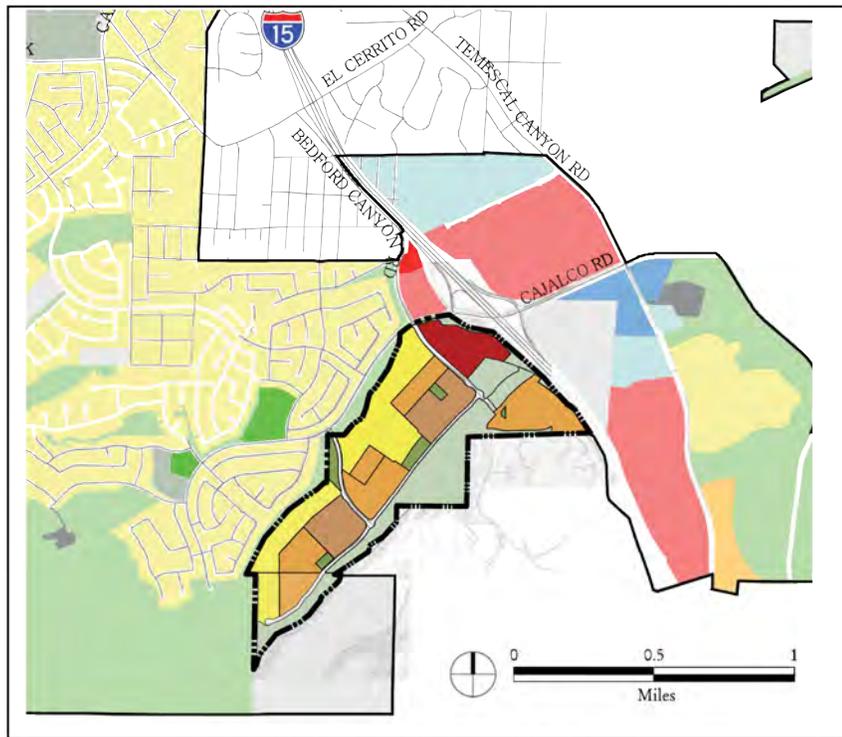
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Approved Zoning (January 2019)

- City Boundary
- Single Family Residential
- Multiple Family Residential
- Commercial/Industrial
- Heavy Industrial
- Commercial
- Utility
- Fire Station
- Schools
- Open Space
- Parks
- Agricultural

Source: City of Corona, Geographic Information Services, Last Updated March 8, 2007.



Proposed Zoning (November 2019)

- Site Boundary
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- General Commercial (GC)
- Parks (P)
- Open Space (OS)
- Master Planned Roadways

FIGURE 2.3



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2.5 MODIFIED PROJECT COMPONENTS

As summarized in Section 2.2, the Modified Project consists of changes to the AHSP proposed as part AHSPA No. 3. The Modified Project represents the proposed project under scrutiny in SEIR No. 2. These components are a GPA, SPA, PM, PP, and Noise Variance. Each of these components is described in detail below.

2.5.1 General Plan Amendment

The 17.85-acre Modified Project Site currently has a General Plan land use designation of Agriculture. The GPA necessary to implement Modified Project would change the land use designation of the property from Agriculture to GC and OS. The GC designation would consist of an 11.64 acre increase to be allocated to PA 11. The GPA would expand PA 11, as well as the commercial development land use, from approximately 10 acres to 21.67 acres. The OS designation would consist of a 6.21 acre increase in open space land to be allocated to newly formed PA 12A. The GPA would expand OS acreage in the AHSP from approximately 77.4 to 83.6 acres.

2.5.2 Specific Plan Amendment

The Modified Project, proposed AHSPA No. 3, would result in the following changes to the AHSP.

- Change the General Plan land use designation and zoning on the 17.85 acre Modified Project Site from Agriculture to GC and OS.
- Adjust the AHSP boundary by the addition of the approximately 17.85-acre Modified Project Site.
- Designate 11.64 acres of the Modified Project Site as PA 11 in the AHSP with a land use designation of GC. PA 11 would expand from 10.03 to 21.67 acres.
- Increase the total permitted commercial development in the AHSP by 143,730 sf that includes a 135-room hotel. The resulting permitted commercial development in the AHSP would increase from 80,000 sf to 223,730 sf¹ of commercial building which includes the 135-room hotel.
- Designate 6.21 acres of the Modified Project Site as newly formed PA 12A in the AHSP with a land use designation of OS. PA 12A would increase open space in the AHSP by approximately 6.21 acres.
- Increase the overall AHSP boundary from 307.8 to 325.7 acres, with GC land use increasing from 10.0 to 21.7 acres and OS increasing from 77.4 to 83.6 acres.

¹ The 223,730 square feet represents the current design of the proposed commercial center and hotel. Minor changes to the design of the center could occur during the entitlement and planning process resulting in minor changes to the square footage of the center. The AHSP has a process to accommodate minor statistical changes without requiring a subsequent Specific Plan Amendment.

- Edits to AHSP Table 6-1 to clarify the application of shared parking and FAR requirements, and minor additional edits to the AHSP for data and text consistency.
- Permit the use of American Farmhouse architecture for the commercial center.

The permitted land use types in the AHSP GC category include retail, restaurants, services, entertainment, lodging and offices plus community services including daycare, emergency medical care and others. The permitted GC land use types would remain unchanged as part of AHSPA No. 3. Planned residential, park, and roadway development quantities/acreages would not be affected by AHSPA No. 3. The resulting land use plan with the incorporation of SPA No. 3 is shown in Figure 2.4.

2.5.3 Parcel Map

The 17.85-acre Modified Project Site is comprised of Assessor's Parcel Numbers 279-240-033 and 279-240-019. The Modified Project includes a request by the project Applicant to subdivide the parcels into five numbered parcels and four lettered lots. Parcels 1 through 5 would be designated for commercial uses while lots A, B, C and D would be designated for open space. The PM is shown in Figure 2.5.

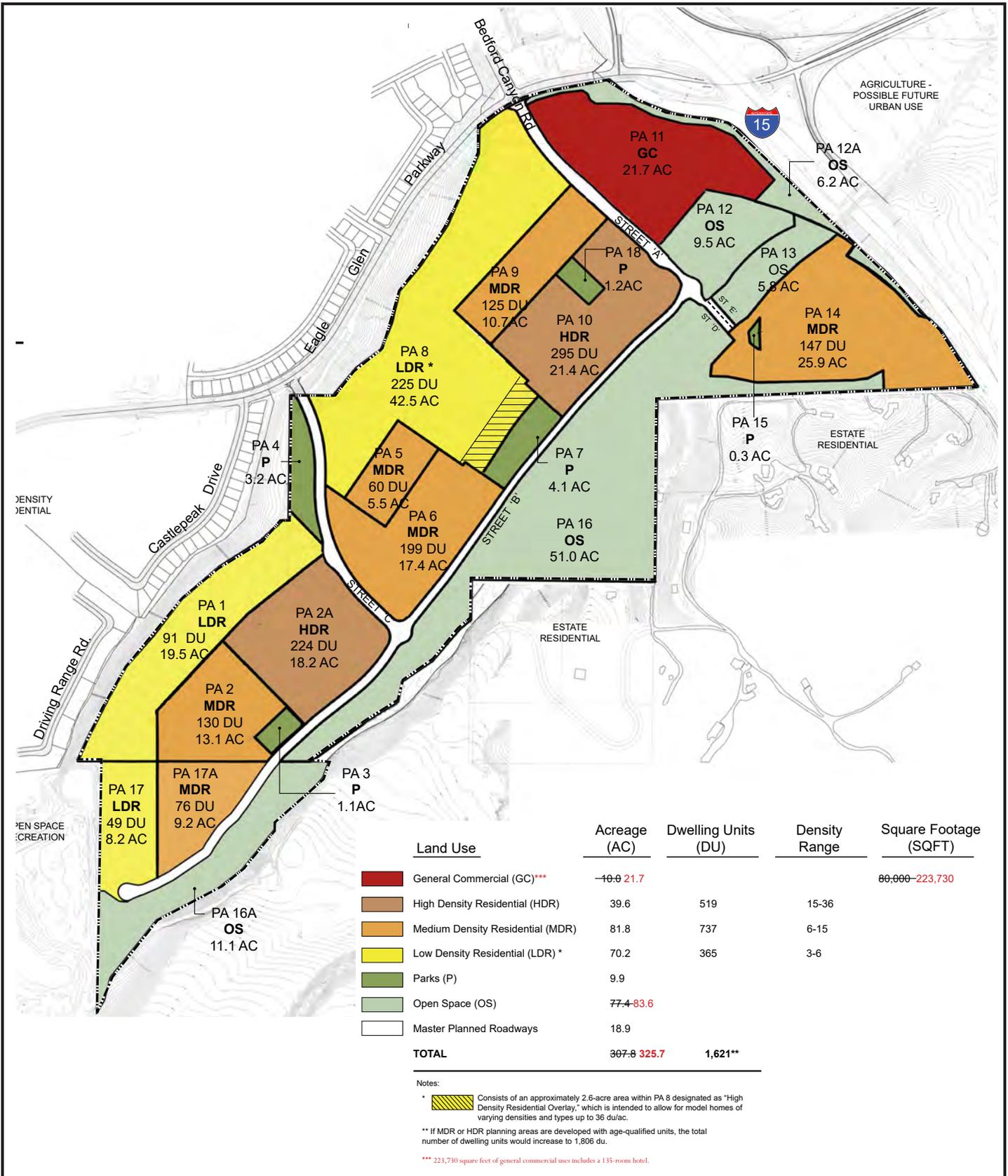


FIGURE 2.4



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**DPR2019-0020
COMMERCIAL PARCELS**

LOT NO.	S.F.	ACRES	USE	MAINTAINED
A	77313.74	1.77	BASIN	HOA
B	129101.26	2.96	SLOPE/OPEN SPACE	HOA
C	8818.491	0.20	CHANNEL/RCFD	RCFD
D	55133.266	1.27	OPEN SPACE	HOA
SUBTOTAL	270366.75	6.21		

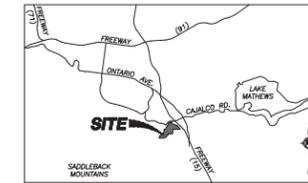
PARCEL LOT NO.	S.F.	ACRES	USE
1	49018.11	1.13	RESTAURANT
2	45981.19	2.20	FITNESS
3	18307.24	4.20	SHOPS/PHARMACY
4	49930.623	1.15	RESTAURANT
5	129239.21	2.97	HOTEL
SUBTOTAL	507186.37	11.64	

LAND USE	TOTAL ACRES
COMMERCIAL DEVELOPMENT	11.64
OPENSACE/LANDSCAPE	5.21
TOTAL	17.85

AREA TABLE	GROSS ACRES	NET ACRES
COMMERCIAL	10.03 AC	8.35
COMMERCIAL - RCTC	17.85 AC	12.85
OPEN SPACE		6.65
TOTAL GROSS AREA		27.85

**PARCEL MAP NO. 37788
FOR COMMERCIAL PURPOSES**

BEING A SURVEY OF PARCEL "A" OF THE LANDS DEED TO RIVERSIDE COUNTY TRANSPORTATION COMMISSION IN A DOCUMENT, RECORDED DECEMBER 26, 2008 AS INSTRUMENT NO. 672262, OFFICIAL RECORDS OF SAID COUNTY, LYING WITHIN PORTIONS OF SECTIONS 16 AND 17, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO MERIDIAN.



NOTES

- EXISTING LAND USE: VACANT
- PROPOSED LAND USE: COMMERCIAL DEVELOPMENT
- EXISTING GENERAL PLAN LAND USE DESIGNATION: GENERAL COMMERCIAL
- EXISTING ZONING: GC GENERAL COMMERCIAL (ARANTINE SPECIFIC PLAN)
- ASSESSOR PARCEL NUMBERS: 279-240-019 AND 279-40-033
- TOTAL GROSS AREA: 17.85 AC
- WATER SERVICE PROVIDED BY: CORONA DEPARTMENT OF WATER AND POWER, 755 CORPORATION YARD WAY, CORONA, CA 92880, (951) 736-2234
- SEWER SERVICE PROVIDED BY: CORONA DEPARTMENT OF WATER AND POWER, 755 CORPORATION YARD WAY, CORONA, CA 92880, (951) 736-2234
- GAS SERVICE PROVIDED BY: SOUTHERN CALIFORNIA GAS COMPANY, P.O. BOX 3150, SAN DIMAS, CA 91773, (800) 427-2200
- ELECTRIC SERVICE PROVIDED BY: SOUTHERN CALIFORNIA EDISON, P.O. BOX 6400, RANCHO CUCAMONGA, CA 91729, (800) 990-7788
- TELEPHONE SERVICE PROVIDED BY: AT&T, 1265 N. VAN BUREN STREET, SUITE 180, ANAHEIM, CA 92807, (800) 750-2355
- FIBER OPTIC CABLE PROVIDED BY: AT&T, 1265 N. VAN BUREN STREET, SUITE 180, ANAHEIM, CA 92807, (800) 750-2355
- REFUSE PROVIDED BY: WASTE MANAGEMENT OF THE INLAND EMPIRE, 800 SOUTH TEMESCAL STREET, CORONA, CA 92876, (951) 280-4500
- THE PROJECT IS LOCATED WITHIN THE CORONA-NORCO UNIFIED SCHOOL DISTRICT, 2820 CLARK AVENUE, NORCO, CA 92866, (951) 736-5000
- STREET LINEAR FOOTAGE:
BEDFORD CANYON ROAD - 3,100'
- THE PROJECT SITE IS LOCATED WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FLOOD INSURANCE RATE MAP NUMBER 06065C13600, EFFECTIVE DATE AUGUST 28, 2005.
- ALL IMPROVEMENTS SHALL BE PER ARANTINE HILLS SPECIFIC PLAN UNLESS OTHERWISE APPROVED.
- PROPOSED DEVELOPMENT (PHASE 2) IS IN CONFORMANCE WITH THE APPROVED WOMP AND DRAINAGE REPORT.
- ANY REVISED SITE PLAN SHALL BE SUBMITTED TO THE FIRE DEPARTMENT FOR SCREEN CHECK APPROVAL PRIOR TO BUILDING PLAN SUBMITTAL.
- PLANS SHALL SHOW A MINIMUM DRIVE WIDTH OF 24 FEET.
- PROVIDE PLANS FOR TWO (2) ALL WEATHER SURFACE ACCESS WAYS TO BE APPROVED BY THE FIRE PREVENTION MANAGER AND CONSTRUCT THE ACCESS WAY(S) TO ACCOMMODATE 70,000 LBS GVW DURING ALL PHASES OF CONSTRUCTION.
- ALL PROJECTS SHALL COMPLY WITH THE CITY OF CORONA FIRE DEPARTMENT SITE CONSTRUCTION STANDARD, A COPY OF WHICH IS AVAILABLE AT THE FIRE DEPARTMENT COUNTER. PROJECTS SHALL HAVE APPROVED ALL WEATHER ACCESS FROM TWO(2) DIRECTIONS AND FIRE HYDRANTS PROVIDING THE REQUIRED FIRE FLOW TESTED AND ACCEPTED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- PROVIDE TURN-AROUND FOR ACCESS DRIVE(S) MEETING FIRE DEPARTMENT STANDARDS/APPROVAL.
- PROVIDE A MINIMUM TWENTY-FIVE (25) FOOT INSIDE AND FIFTY (50) FOOT OUTSIDE RADIUS FOR ACCESS DRIVE(S).
- STREET AND DRIVE GRADES SHALL NOT EXCEED 10% UNLESS APPROVED BY THE FIRE CHIEF AND CITY ENGINEER.
- COMMERCIAL DWELLING UNITS REQUIRE A FIRE FLOW OF 3,000 GPM/2 HOURS @ 20 PSI. HYDRANT SPACING REQUIREMENT IS 300' MAXIMUM BETWEEN HYDRANTS.
- THE FIRE SERVICE WATERLINE SHALL BE LOOPED AND PROVIDED WITH TWO (2) SEPARATE POINTS OF CONNECTION.
- FUEL MODIFICATION IS REQUIRED FOR THIS PROJECT. CONSULT WITH FIRE DEPARTMENT TO PLAN AND IMPLEMENT THE MOST EFFECTIVE METHOD FOR THE SITE.
- PROVIDE CLASS A ROOFING MATERIAL.
- A FIRE FACILITIES FEE OF \$231.00 PER ACRE IS REQUIRED PER CORONA MUNICIPAL CODE SECTION 5.16.030 AND MUST BE PAID PRIOR TO BUILDING PERMIT ISSUANCE.
- PER 511 OF THE CORONA MUNICIPAL CODE, A PUBLIC SAFETY RADIO COMMUNICATION STUDY IS REQUIRED. CONSULT WITH THE FIRE DEPARTMENT FOR SPECIFIC REQUIREMENTS FOR THIS STUDY.
- GROVES AND WEED ABATEMENT SHALL BE MAINTAINED SO AS NOT TO POSE A FIRE HAZARD UNTIL TIME OF DEVELOPMENT.
- A SPECIFIC ADDRESS, ASSIGNED BY THE CITY OF CORONA, SHALL BE PROVIDED FOR EACH BUILDING AS SPECIFIED BY THE FIRE DEPARTMENT ADDRESS STANDARD WHICH CAN BE OBTAINED AT THE FIRE DEPARTMENT COUNTER AT CITY HALL. ADDRESS MUST BE ILLUMINATED DURING ALL HOURS OF DARKNESS.
- SMOKE DETECTORS SHALL COMPLY WITH U.B.C. SECTION 310 1997 EDITION.
- AT NO TIME SHALL FIRE HYDRANTS OR FIRE LANES BE BLOCKED BY BUILDING MATERIALS, STORAGE, EQUIPMENT, AND/OR VEHICLES.
- MULTIPLE UNIT BUILDINGS SHALL HAVE SUITE NUMBER IDENTIFICATION ASSIGNED BY THE FIRE DEPARTMENT. SUBMIT AN EXHIBIT FOR REVIEW AND APPROVAL TO THE FIRE DEPARTMENT. A COPY OF THE PREMISE IDENTIFICATION STANDARD IS AVAILABLE AT CORONACADGOV.
- COMMERCIAL FIRE SPRINKLERS SHALL BE INSTALLED PER 2016 CALIFORNIA FIRE CODE, 2016 CALIFORNIA RESIDENTIAL CODE, AND NFPA SECTION 13, ET. AL.

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE VI, NAD 83 (1991.35 EPOCH) ADJUSTMENT AS DETERMINED LOCALLY BY THE LINE BETWEEN STATION 78+19' (IRON 08-19) AND STATION 78W+4' (C.W. DAW) SHOWN ON RECORD OF SURVEY IN BOOK 101, PAGES 21 THROUGH 23, INCLUSIVE OF RECORDS OF SURVEY, AND SHOWN HEREON AS NORTH 53°10'03" WEST.

BENCH MARK:

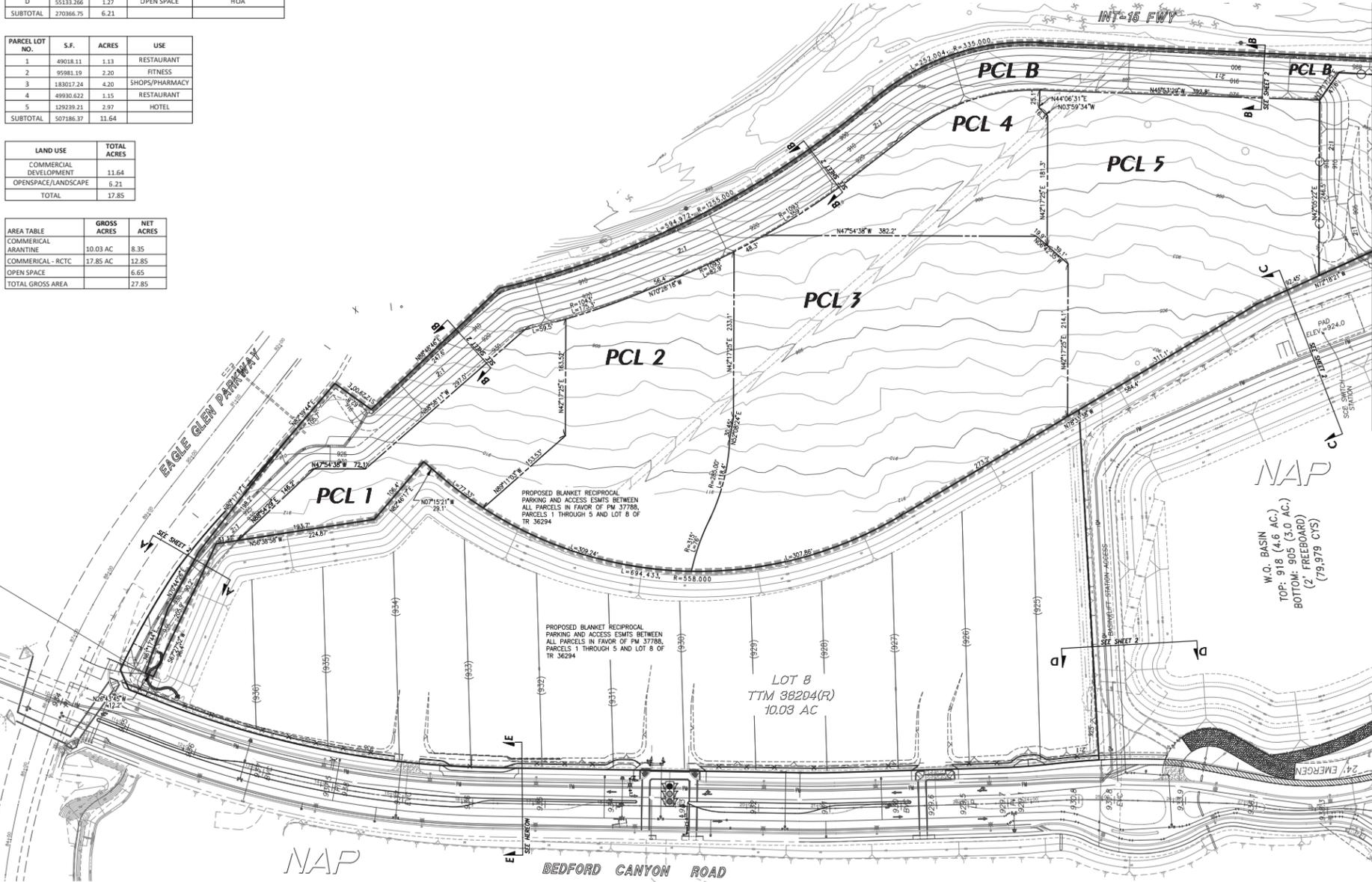
NATIONAL GEODETIC SURVEY DESIGNATION "L 124" DESCRIBED BY METRO WATER DISTRICT SO, CALIFORNIA 1995 (DEL) CORONA, CA. 15 FREEMAN EXIT CALLEGO RD. EASTERLY ON CALLEGO ROAD TO TEMESCAL CANYON RD. LEFT/NORTH ALONG TEMESCAL 0.45 MILE (0.72 KM) TO LA GLORIA STREET 56 FEET (17.1 M) WESTERLY OF TEMESCAL CANYON ROAD AND 40 FEET (12.2 M) SOUTHERLY OF LA GLORIA STREET TO A MWD VALVE AND METER STRUCTURE AT STATION 216+84 ON A 9' BY 9' FOOT CONCRETE PAD FOR METER BOX SERVICE CONNECTION, 13 FEET (4.0 M) EASTERLY OF POWER POLE 560623E AND 10.4 FEET (3.2 M) WESTERLY OF MWD MH 216+83. A MWDSC 3" INCH BRASS DISK STAMPED "L 124 1995 FLUSH IN THE TOP OF THE NORTHERLY PAD. ELEVATION 833.51' NAVD 88 1997 ADJUSTMENT TO CONVERT TO CITY OF CORONA DATUM, SUBTRACT 2.49 FEET. REFERENCE TO CITY OF CORONA BENCHMARK C-133

A 2"-3/4" BRASS DISK STAMPED "C-133" SET IN THE TOP OF CURB, LOCATED 5' WEST OF THE E.C.R. OF THE NORTHWESTERLY CURB RETURN OF THE INTERSECTION OF ONTARIO AVENUE AND FULLERTON AVENUE. ELEVATION 900.189 4/88

STATEMENT OF OWNERSHIP

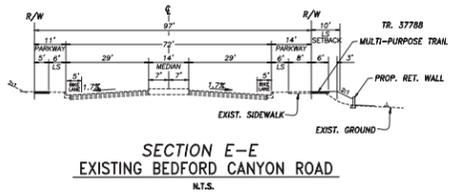
I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.

DATE 08-07-19



LEGEND

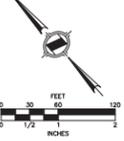
- RIGHT OF WAY
- PARCEL LINE
- TRACT BOUNDARY
- INGRESS/EGRESS EASEMENT
- EASEMENT
- EXISTING LOT LINE
- DAYLIGHT LINE
- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- EXISTING CURB
- EXISTING MEDIAN
- PLANNING AREA BOUNDARY
- 12" WIDE TRAIL



LEGAL DESCRIPTION:
BEING A PORTION OF LOT 1 OF EXCLUSION MAP OF ALL THE LANDS FROM CORONITA TRACT NO. 3, AS SHOWN ON A CERTIFIED COPY OF THE DECREE RECORDED ON NOVEMBER 4, 1960 AS INSTRUMENT NO. 80289 KNOWN AS PARCEL "A" AS SHOWN ON LOT LINE ADJUSTMENT NO. 04132, RECORDED AUGUST 20, 1999 AS INSTRUMENT NO. 99-373743 AND A PORTION OF THE NORTHEAST QUARTER OF SECTION 20, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SAN BERNARDINO MERIDIAN.

MAP DATE	IDENTIFIER
10/22/19	BY: TMC
10/28/19	

DATE	10/28/19
W.O.	2749-18X
GROSS AREA	17.85 ±
CONTOUR INTERVAL	5'
NUMBERED LOTS	5
LETTERED LOTS	4
DATE OF MCG BASE FILE	9/18/19
DATE OF CDPG BASE FILE	9/18/19



N.T.S.
Source: Hunsaker&Associates (08/07/2019)

FIGURE 2.5A

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2.5.4 Noise Variance

As explained in detail below, the Modified Project Site requires the import of a substantial quantity of soil to raise the elevation close to the elevation of existing PA 11 and to allow gravity flow to the existing sewer lift station in PA 12. The Applicant has presented two alternatives for soil import. One of the alternatives would require importing soil by truck and at night. The other alternative would import soil from adjacent development area by scraper and occur during the day. Due to the long duration (118 nights) of importing soil by truck and the proposal to conduct the soil import operations during nighttime hours, potential nighttime noise violations may occur on a temporary basis during the soil import operations. If violations are anticipated, a Noise Variance to allow temporary non-compliance with the City's noise ordinance will be required. It should be noted that the Noise Variance is subject to further review as part of a separate discretionary review process.

The project Applicant proposes to import soil during nighttime hours (8:00 p.m. to 4:00 a.m.), and complete grading operations during both daytime and nighttime hours. Two sources of soil have been identified for importing soil onto the Modified Project Site. Descriptions of Soil Import Alternatives 1 and 2 are discussed below

Soil Import Alternative 1: One alternative to importing soil to the Modified Project Site would occur by truck from an off-site source. One potential source of import, or borrow site, has been identified from the FST Sand and Gravel Mine, located east of I-15 and approximately ½ mile east of El Cerrito Road. Other import sites are being considered within an approximately 10-mile radius of the project site.

Trucks would haul the soil from a borrow site on Minnesota Road to Sherborn Street, to Magnolia Avenue, to the I-15 Freeway southbound on ramp at Magnolia Avenue, travel southbound on the freeway, and exit the southbound off-ramp at Cajalco Road. Trucks would access the Modified Project Site by proceeding straight through the off-ramp intersection onto the Modified Project Site. Returning trucks would exit in similar manner by returning to Cajalco Road and turning right at the off-ramp intersection. Trucks would return onto Cajalco Road, enter I-15 Freeway northbound to Magnolia Avenue to Sherborn Street and travel south to the borrow site. In essence, a temporary fourth leg to the I-15 Southbound offramp/Cajalco Road intersection would be added. Traffic control or a temporary signal modification would be required for this additional truck movement. This proposed haul route requires approval of a temporary encroachment permit from Caltrans and the City. Figure 2.6 shows the proposed haul route for Soil Import Alternative 1.

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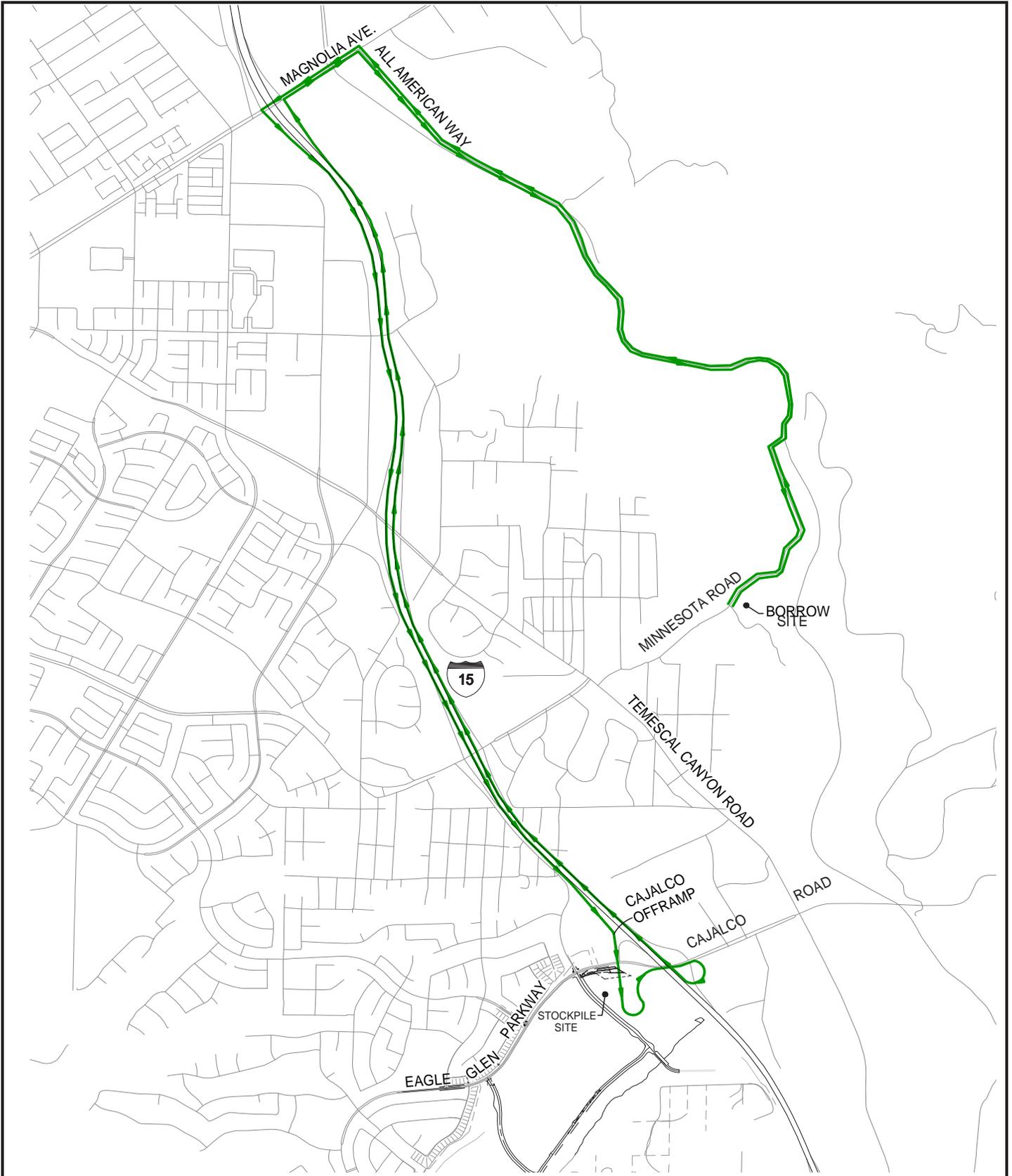


FIGURE 2.6



N.T.S.

Source: Hunsaker&Associates (11/07/2019)

Arantine Hills Specific Plan Amendment No. 3
 Supplemental EIR No. 2
 City of Corona

Soil Import Alternative 1 Haul Route

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Daytime grading activities would initially last for approximately two weeks and begin before the soil import operation, and grading operations would overlap with initial soil import. The daytime grading activities would include remedial grading, which requires the over-excavation of approximately four to six feet below existing ground surface. To accomplish the over-excavation, the grading contractor would likely use three (3) Caterpillar 651 scrapers, one (1) tracked bulldozer (Caterpillar D-8), one (1) water truck, and one (1) street sweeper. The over-excavated soil would be stockpiled on site. Additional daytime grading would occur after imported soil has been placed in the over-excavated areas to raise the site towards proposed grades. The stockpiled over-excavated soil would then be placed over the imported soil, and compacted to geotechnical specifications to create the finished building pad.

During the nighttime hours, soil would be imported to the Modified Project Site, dumped, and moved by grading equipment. Double-belly dirt haulers would be used, which do not require backing up or banging of tailgates. The trucks would drive a continuous route across the Modified Project Site while dumping their load. One (1) rubber tire bulldozer, such as a Caterpillar 834, would be used to move and compact the imported soil. The site is large enough to avoid backing up and the use of warning signals. Additionally, the rubber tire equipment would be used to avoid the noise from tracked equipment. In addition to the bulldozer, one (1) water truck (4,000 gallon) and one (1) street sweeper would be used during the soil import operation.

The soil import operation would include 250 full truck loads per night. Based on 15 cubic yards per truck load, a total of approximately 3,750 cubic yards would be imported per night. To import 440,000 cubic yards of soil, approximately 118 nights of soil import would be required.

Soil Import Alternative 2: The second alternative to importing soil to the Modified Project Site would occur by importing soil from PA 14 of the existing AHSP. PA 14 is located to the south of the Modified Project Site and further south of Bedford Canyon Wash. PA 14 is approximately 26 acres, undeveloped, and planned for Medium Density Residential development in the current AHSP. This area forms an elevated plateau above Bedford Canyon Wash. Lowering the elevation of PA 14 by approximately 13 feet would generate approximately 425,000 cubic yards of soil for the Modified Project Site. The remaining 15,000 cubic yards would be generated by lowering PA 14 an additional half foot or importing the remaining soil from an off-site location.

To haul the soil from PA 14, an access ramp would be graded in the northeast portion of PA 14 leading down to the existing concrete crossing of Bedford Canyon Wash. Grading the access ramp would require creating a notch in the existing bluff with side slopes opened at a 2:1 grade. The lower portion of the access ramp would be steeper than 2:1 and reinforced with geo-grids or similar stabilizers. Five to 10 feet of soil would be temporarily placed on top of the existing concrete pad crossing Bedford Canyon Wash to both protect the concrete pad and function as a ramp to gain elevation towards the top of the Wash banks.

The ramp from PA 14 to the concrete crossing of Bedford Canyon Wash would be constructed by an excavator. Careful grading operations and BMPs would avoid soil spoils into Bedford Canyon Wash. While this import operation would need to take place during the dry season, temporary pipe culverts would be placed on top of the concrete pad under the soil ramp in case unexpected storms cause Bedford Canyon Wash to flow. Following grading of the ramp, scrapers would move the soil from PA 14 to the Modified Project Site. Only one scraper at a time would fit on the soil bridge across Bedford Canyon Wash, so this part of the haul route would be limited to one-way traffic. After crossing Bedford Canyon Wash, scrapers would continue north, paralleling I-15, on the Modified Project Site property to place the fill soil. All soil movement would be done off street.

Following completion of the soil import, the temporary soil bridge and culverts would be removed from the concrete pad crossing Bedford Canyon Wash. The notch in the bluff for the access ramp would be reconstructed at 2:1 slopes and surface terrace drains would be added to control storm runoff and minimize erosion. The graded slopes would be replanted with a native coastal sage scrub mix.

For this alternative, the over-excavation work would be the same as described for Soil Import Alternative No. 1. To move the soil from PA 14 to the Modified Project Site, the grading contractor would likely use six (6) Caterpillar 657 scrapers, one (1) D-10 bulldozer, one (1) Caterpillar 834 Rubber Tire Compactor, three (3) water trucks, and one 14H Blade for finishing. Following soil movement, the bluff would be reconstructed using one (1) Caterpillar 345 Excavator, one (1) Caterpillar 623 Scraper, one (1) Caterpillar 834 Rubber Tire Compactor, one (1) Caterpillar 980 Rubber Tire Loader, one (1) D-5 bulldozer, one (1) 84-inch Compactor, and a water truck.

Figure 2.7 shows the proposed haul route for Soil Import Alternative 2.

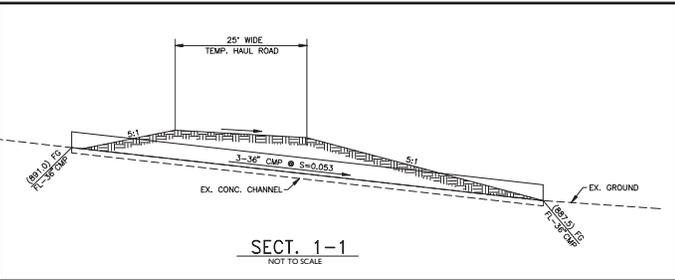
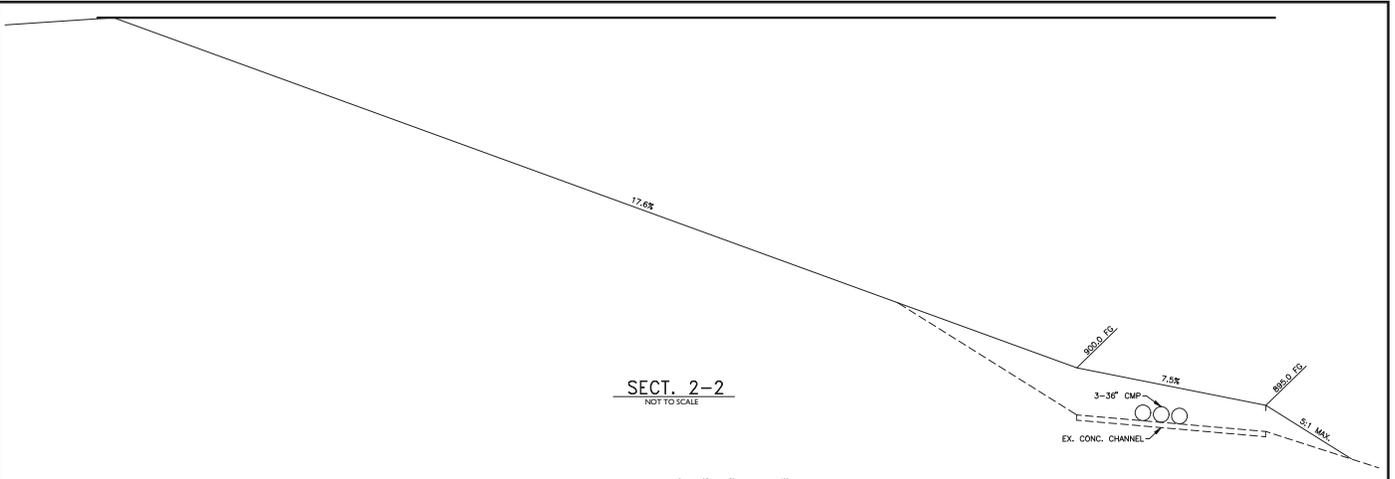
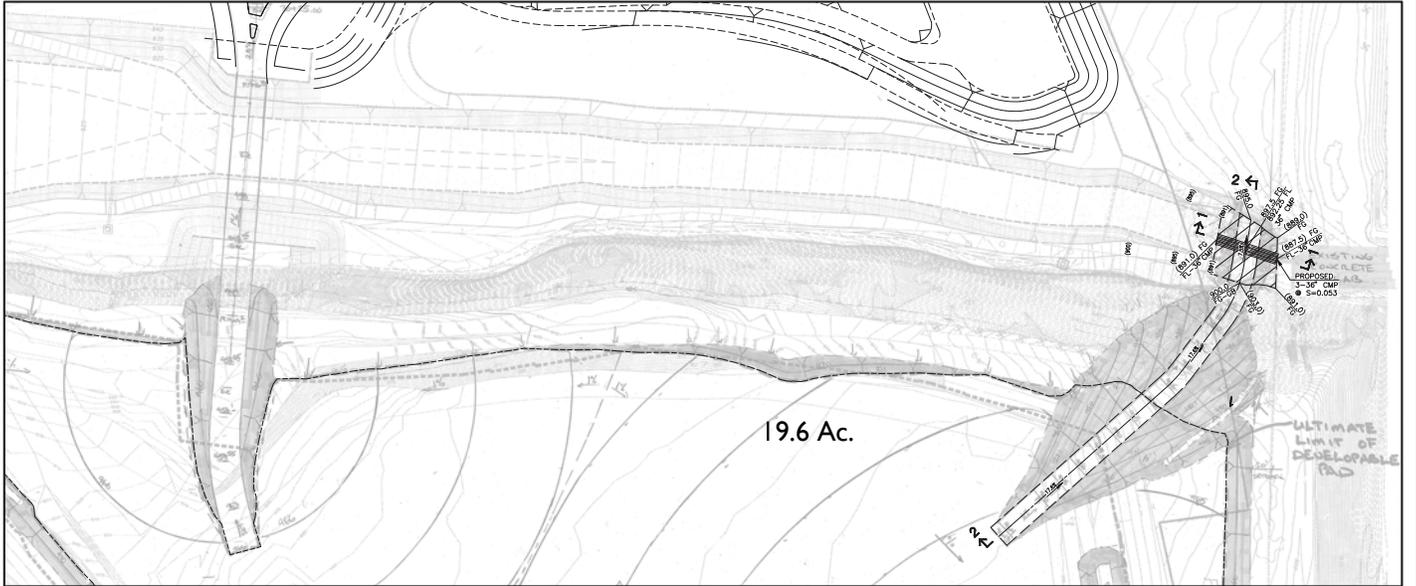


FIGURE 2.7



Arantine Hills Specific Plan Amendment No. 3
 Supplemental EIR No. 2
 City of Corona



N.T.S.
 Source: Hunsaker&Associates (10/19/2019)

Soil Import Alternative 2 Haul Route

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2.5.5 Precise Plan

A Precise Plan is required to approve the final design of the entire Bedford Marketplace, which includes both the Modified Project Site and a portion of the Approved Project Site (i.e., the existing 10 acres designated GC in current PA 11). Bedford Marketplace is planned as a neighborhood commercial center designed to bring commercial services to the Bedford and Eagle Glen communities Bedford Marketplace and would consist of 223,730 sf of GC uses that includes a 135-room hotel on 21.7 acres. The center would be designed in the farmhouse style of architecture that would be added as part of the Modified Project. Figure 2.8 shows the Modified Project Site Plan.

Bedford Marketplace would have three entrances from the extension of Bedford Canyon Road. A combination 8-foot sidewalk and 6-foot trail would form the western boundary and provide pedestrian connectivity from the intersection of Bedford Canyon Road and Eagle Glen Parkway to the newly installed trail system located on the north side of Bedford Canyon Wash, including the new dog park, and to residential areas within the Bedford residential community.

While the retail and service users have not been finalized and are subject to change, potential uses within Bedford Marketplace would include a fuel facility with convenience store, auto-spa, quick serve coffee with drive thru, financial institution with drive thru, day care center, health and fitness club, super market, pharmacy, hotel, sit-down restaurants, quick serve restaurants, and other retail stores that are consistent with a neighborhood retail center.

Located in the southeastern portion of the Modified Project Site is a planned hotel. The proposed 135-room hotel would be located south of the commercial uses in the southeastern portion of the Modified Project Site, north of the proposed water quality basin, and east of the existing water quality basin PAs 12 and 13. The hotel would have a height of four stories or 50 feet, whichever is greater. Hotel parking would be accommodated by surface parking lots.

Parking consistent with the City's parking code is planned throughout Bedford Marketplace. Shopping center identification monument signage is planned at the corner of Bedford Canyon Road and Eagle Glen Parkway. A tenant identification pylon sign facing I-15 is planned north of the hotel site and a pylon sign specific to the hotel is planned south of the hotel site along I-15. Certain uses, such as the hotel, will also have wall-mounted building signage on the eastern elevation of the building. A detailed master sign program outlines all proposed signage.

The Modified Project will include review and approval of infrastructure improvements as part of the PP. These improvements include domestic water connections, dry utility connections, sewer connections, and stormwater conveyance features and a water quality basin.

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PROJECT INFORMATION

ZONING C3 - GENERAL COMMERCIAL (ARANTINE HILLS SP)
BUILDING AREA

GROSS LAND ±1,214,453 SF (± 27.88 ACRES)
 NET LAND AREA ±923,472 SF (±21.2 ACRES)

RETAIL PARCEL
 NET RETAIL SITE ± 794,796 SF (±18.25 ACRES)

TOTAL BUILDING AREA: ± 134,378 SF
 RESTAURANTS ± 21,226 SF
 RETAIL ± 75,152 SF
 HEALTH CLUB ± 38,000 SF
 LAND / BLDG RATIO: 4.9 / 1
 COVERAGE: 16.91%

PARKING SUMMARY:

PARKING REQUIRED:
 RESTAURANTS (1/100SF) ± 18,400 SF / 100 = 184 STALLS
 RETAIL (1/250SF) ± 60,826 SF / 250 = 243 STALLS
 HEALTH CLUB (1/150SF) ± 38,000 SF / 150 = 253 STALLS
 DAY CARE ± 9,990 SF (1 / 10 student) = 18 STALLS
 BANK/FINANCIAL 3,562 SF / 200 = 18 STALLS
 CAR WASH 3,600 SF (10 min) = 10 STALLS

TOTAL REQUIRED: 726 STALLS
 PARKING PROVIDED: 888 STALLS
 PARKING RATIO: 6.60/1,000 SF

HOTEL PARCEL
 NET HOTEL SITE ± 128,676 SF (±2.95 ACRES)

TOTAL BUILDING AREA: ± 88,730 SF
 BUILDING FOOTPRINT: ± 24,804 SF

PARKING SUMMARY:

PARKING REQUIRED: 1/1 UNIT (135 UNITS) 135 STALLS
 2/ MANAGER OFFICE (3) 6 STALLS
 TOTAL FOR HOTEL 141 STALLS
 PARKING PROVIDED: 141 STALLS

CITY PARKING REQUIRED

BLDG	USES	FLOOR AREA (SF)	REQ'D RATIO	PARKING REQUIRED
HOTEL	HOTEL	135 ROOMS	1/1UNIT	141 STALLS
MAJOR A	FITNESS	38,000	1/150	253 STALLS
MAJOR B	MARKET	35,000	1/250	140 STALLS
MAJOR C	PHARMACY	11,125	1/250	45 STALLS
SHOPS 1	RETAIL	4,875	1/250	20 STALLS
REST. A	FOOD	7,700	1/100	77 STALLS
REST. B	FOOD	5,500	1/100	55 STALLS
PAD A	CAR WASH	3,600	10 (MIN)	10 STALLS
PAD B	C. STORE	4,000	1/250	16 STALLS
PAD C	REST.	2,200	1/100	22 STALLS
PAD D	BANK	3,562	1/200	18 STALLS
PAD E	REST	3,000	1/100	30 STALLS
PAD F	RETAIL	5,826	1/250	23 STALLS
PAD G	DAY CARE	9,990 (179 student)	1/10 student	18 STALLS
PARKING REQUIRED (RETAIL & HOTEL)				867 STALLS
PARKING PROVIDED (RETAIL & HOTEL)				1029 STALLS
PARKING PROVIDED (RETAIL ONLY)				888 STALLS



KEY PLAN
 SCALE: NTS

FIRE DEPARTMENT GENERAL NOTES:

- PLANS SHALL SHOW A MINIMUM DRIVE WIDTH OF 28 FEET.
- PROVIDE PLANS FOR TWO (2) ALL WEATHER SURFACE ACCESSWAYS TO BE APPROVED BY THE FIRE PREVENTION MANAGER AND CONSTRUCT THE ACCESSWAY(S) TO ACCOMMODATE 70,000 LBS. GVW DURING ALL PHASES OF CONSTRUCTION.
- ALL PROJECTS SHALL COMPLY WITH THE CITY OF CORONA FIRE DEPARTMENT SITE CONSTRUCTION STANDARD. A COPY OF WHICH IS AVAILABLE AT THE FIRE DEPARTMENT COUNTER. PROJECTS SHALL HAVE APPROVED ALL WEATHER ACCESS FROM TWO (2) DIRECTIONS AND FIRE HYDRANTS PROVIDING THE REQUIRED FIRE FLOW TESTED AND ACCEPTED PRIOR TO COMBUSTIBLE CONSTRUCTION.
- PROVIDE A MINIMUM TWENTY-FIVE (25) FOOT INSIDE AND FIFTY (50) FOOT OUTSIDE RADIUS FOR ACCESS DRIVE(S).
- STREET AND DRIVE GRADES SHALL NOT EXCEED 10% UNLESS APPROVED BY THE FIRE CHIEF AND CITY ENGINEER.
- ANY OVERHEAD OBSTRUCTION SUCH AS THE SECOND STORY OF A BUILDING, PORTE COCHERE, ETC., THAT INTRUDES INTO THE REQUIRED CLEAR WIDTH OF FIRE VEHICLE ACCESS DRIVES SHALL PROVIDE A MINIMUM CLEAR HEIGHT OF FIFTEEN (15) FEET UNLESS OTHERWISE APPROVED BY THE FIRE CHIEF.
- MODIFY THE SITE PLAN TO PROVIDE AN ALL-WEATHER ACCESS WITHIN 150 FEET OF PORTIONS OF EXTERIOR WALLS OF THE FIRST STORY OF THE BUILDING AS MEASURED BY AN UNOBSTRUCTED ROUTE AROUND THE EXTERIOR OF THE BUILDING.
- MEET WITH CORONA FIRE DEPARTMENT TO DETERMINE LOCATIONS OF RED CURBING AND SIGNAGE BY FIRE HYDRANTS, FIRE DEPARTMENT CONNECTIONS, AND DESIGNATED FIRE LANES ON SITE.
- A KNOX BOX SHALL BE PROVIDED FOR THE FOLLOWING BUILDING(S):
- A MINIMUM FIRE FLOW OF 2000 GPM SHALL BE PROVIDED.
- THE FIRE SERVICE WATERLINE SHALL BE LOOPED AND PROVIDED WITH TWO (2) SEPARATE PORTS OF CONNECTION.
- FIRE HYDRANTS ARE TO BE SPACED A MAXIMUM 250 FEET APART.
- BUILDING(S) SHALL NOT BE CONSTRUCTED ACROSS PROPERTY LINE(S) WITHOUT APPROVAL OF THE BUILDING OFFICIAL.
- PROVIDE CLASS A ROOFING MATERIAL.
- A FIRE FACILITIES FEE OF \$231.00 PER ACRE IS REQUIRED PER CORONA MUNICIPAL CODE SECTION 3.36.030 AND MUST BE PAID PRIOR TO BUILDING PERMIT ISSUANCE.
- PER 511 OF THE CORONA MUNICIPAL CODE, A PUBLIC SAFETY RADIO COMMUNICATION STUDY IS REQUIRED. CONSULT WITH THE FIRE DEPARTMENT FOR SPECIFIC REQUIREMENTS FOR THIS STUDY.
- GROVES AND WEED ABATEMENT SHALL BE MAINTAINED SO AS NOT TO POSE A FIRE HAZARD UNTIL TIME OF DEVELOPMENT.
- A SPECIFIC ADDRESS, ASSIGNED BY THE CITY OF CORONA, SHALL BE PROVIDED FOR EACH BUILDING AS SPECIFIED BY THE FIRE DEPARTMENT ADDRESS STANDARD WHICH CAN BE OBTAINED AT THE FIRE DEPARTMENT COUNTER AT CITY HALL. ADDRESSES MUST BE ILLUMINATED DURING ALL HOURS OF DARKNESS.
- FIRE EXTINGUISHERS SHALL BE PROVIDED PRIOR TO OCCUPANCY. FIRE EXTINGUISHERS SHALL BEAR A CALIFORNIA STATE FIRE MARSHAL'S SERVICE TAG. IT SHALL BE APPROPRIATELY RATED FOR THE HAZARD. IT SHALL BE MOUNTED SO THAT THE TOP OF THE EXTINGUISHER IS NO HIGHER THAN FIVE (5) FEET ABOVE FLOOR LEVEL AND SHALL BE LOCATED SUCH THAT THE TRAVEL DISTANCE TO AN EXTINGUISHER DOES NOT EXCEED SEVENTY-FIVE (75) FEET.
- AT NO TIME SHALL FIRE HYDRANTS OR FIRE LANES BE BLOCKED BY BUILDING MATERIALS, STORAGE, EQUIPMENT, AND/OR VEHICLES.
- MULTIPLE UNIT BUILDINGS SHALL HAVE SUITE NUMBER IDENTIFICATION ASSIGNED BY THE FIRE DEPARTMENT. SUBMIT AN EXHIBIT FOR REVIEW AND APPROVAL TO THE FIRE DEPARTMENT. A COPY OF THE PREMISE IDENTIFICATION STANDARD IS AVAILABLE AT CORONA.CA.GOV.

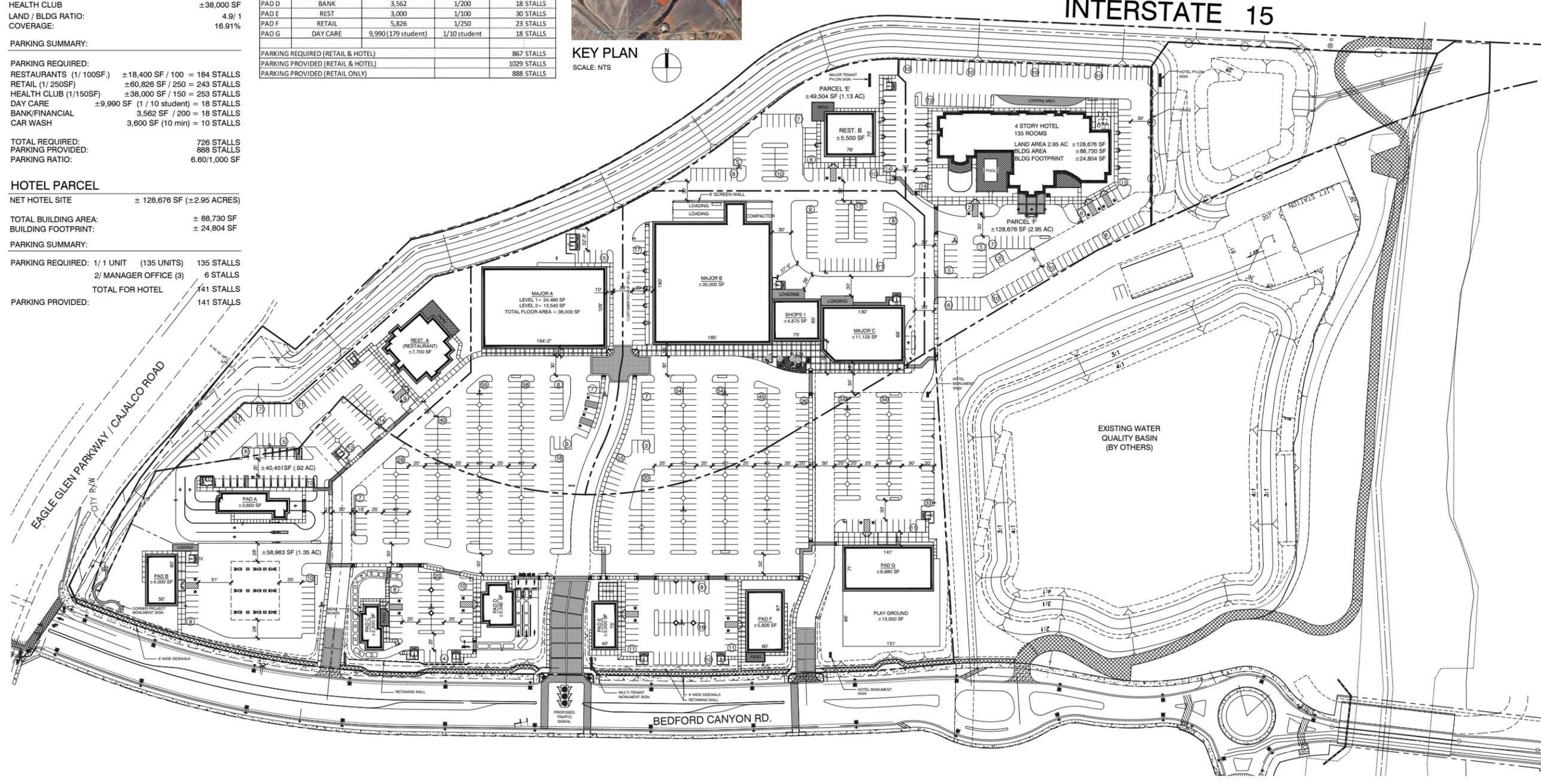


FIGURE 2.8



N.T.S.
 Source: MCG Architecture (10/28/2019)

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Domestic water and dry utility lines currently exist within the extension of Bedford Canyon Road adjacent to the existing 10-acre commercial pad within the existing AHSP. An update to the Water Supply Assessment for the AHSP has been prepared and forms the basis for the conclusions in Chapter 3.0 regarding water availability.

Sewer is planned to gravity flow to the existing lift station located within the PA 12 of the AHSP.

Stormflows from the Modified Project Site would be collected in a new detention/water quality basin located south of the proposed commercial center in revised PA 11. The basin would be sized to retard peak flows to below the level of existing peak discharge conditions. In addition to detaining flows, the basin would allow for infiltration and provide water quality treatment. The detention basin is planned to discharge to Bedford Canyon Wash. An outlet pipe and associated headwall would be constructed within the previously disturbed and newly constructed bank of Bedford Canyon Wash on the concrete spillway, which would avoid disturbing the soft bottom of Bedford Canyon Wash and impacting native vegetation.

2.6 COMPARISON OF MODIFIED PROJECT (PROPOSED AHSP) TO APPROVED PROJECT (APPROVED AHSP)

The proposed AHSP, or Modified Project, would entail a larger footprint in comparison to the approved AHSP, or Approved Project. The Modified Project would encompass 325.7 total acres while the Approved Project encompasses 307.8 acres. The Modified Project would permit development of 223,730 sf of GC uses including a 135-room hotel on 21.7 acres while the Approved Project permits development of 80,000 sf of GC uses on 10 acres. The permitted GC land use types would remain unchanged as part of the Modified Project. The Modified Project would provide for 83.6 acres of OS while the Approved Project provides 77.4 acres of OS. Both the Approved and Modified Project allow up to 1,806 residential dus on 191.6 acres, 9.9 acres of parks, and 18.9 acres of master planned roadways. Previously referenced Table 2.A presents a breakdown of the approved and proposed land uses by the specific land uses contained in the AHSP.

2.7 PROJECT OBJECTIVES

The California Environmental Quality Act (CEQA) Guidelines require an EIR Project Description include “a statement of objectives sought by the proposed project.” The following project objectives from the approved AHSP remain valid for the proposed AHSP.

- Build upon the platform of high-quality design, architecture, and landscaping established by the neighboring Eagle Glen residential community to provide a cohesive, pedestrian-friendly community that offers a variety of recreational amenities to residents of Arantine Hills.

- Establish open space preservation area-adjacent to Bedford Canyon Wash to provide an important link to the natural environment.
- Develop Arantine Hills as a well-designed, high quality residential community that integrates residential uses with retail commercial uses.
- Benefit the City and its residents to fund and implement the needed improvements to the I-15/Cajalco Road freeway Interchange.
- Develop a planning area with retail commercial uses to serve local and nearby residents and generate revenue for the City.
- Provide a General Commercial planning area that will accommodate retail and service uses, that will offer new employment opportunities, and contribute to a strong and diversified economic base.
- Address the City’s current and projected housing needs for all segments of the community by providing a range of family-oriented single-family detached and attached housing and multifamily residences.
- Establish a mix of land uses and local-serving activities that meet the General Plan’s objectives concerning community character and pedestrian-friendly design.
- Implement the City’s General Plan Land Use Element goal to provide for compatibility of land uses, recreation, and resource protection.
- Create a system of roads, trails, and sidewalks that will fulfill the policies of the Corona General Plan by allowing residents to live in proximity to park and recreational opportunities and retail commercial shops and services.
- Provide a network of pleasant, safe, and convenient sidewalks, and a bikeway along “B” Street.
- Concentrate development within neighborhoods to promote greater efficiency of land use, and promote walking and bicycling as an alternative to motor vehicle use.
- Incorporate “green” and sustainable practices, as practicable, in developing buildings and infrastructure in Arantine Hills.
- Maximize opportunities for using water-wise plant materials in the project landscaping to promote water conservation.
- Identify and address safety hazards, such as wildfire and flooding dangers, through implementation of design safety features and improvements to Bedford Canyon Wash.
- Undertake development of the project site in a manner that is economically feasible and balanced to address both the applicant’s and the City’s economic concerns.

- Pass storm flows through either Bedford Canyon Wash or an adjacent bypass channel in a manner that minimizes erosion in Bedford Canyon Wash, safely conveys storm flows in a manner that protects adjacent housing and property, and creates a more conducive setting to reestablishment of natural vegetation within Bedford Canyon Wash.

2.8 Discretionary Actions, Permits, and Other Approvals

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City as Lead Agency has principal authority and jurisdiction for CEQA actions. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by the proposed project.

The legislative and discretionary actions to be considered by the City as part of the proposed project include:

- **Approval of a General Plan Amendment (GPA 2019-0002):** The Modified Project requires City approval of a GPA to amend the existing General Plan Land Use designations consistent with AHSPA No. 3. As discussed in Section 2.5.1, the General Plan land use designation on 11.7 acres would change from Agricultural to GC. The General Plan land use designation on 6.21 acres would change from Agricultural to OS.
- **Approval of a Specific Plan Amendment (SPA 2019-0005):** The Modified Project requires City approval of an SPA to amend the existing AHSP Land Use Plan and the City's Zoning Map consistent with AHSPA No. 3. As discussed in Section 2.5.2, GC land uses within the AHSP would increase by 11.7 acres from 10.0 to 21.7 acres, and the amount of GC square footage would correspondingly increase by 143,730 sf from 80,000 to 223,730 sf which includes a 135-room hotel. The additional GC land use quantities would be added to PA 11 and the permitted GC land use types would remain unchanged. OS land uses within the AHSP would increase by 6.21 acres from 77.4 to 83.6 acres. The increase in OS would occur in newly created PA 12A proposed as part of AHSPA No. 3. The maximum permitted number of residences (1,806 dus) on 191.6 acres, 9.9 acres of parks, and 18.9 acres of master planned roadways would remain unchanged. As part of these amendments to the AHSP, the City's Zoning Map would result in the conversion of 11.7 acres from Agricultural to GC zoning and the conversion of 6.21 acres from Agricultural to OS zoning.
- **Approval of a Parcel Map (PM 37788):** The Modified Project requires City approval of a PM to change the City Zoning Map consistent with AHSPA No. 3. As discussed in Section 2.5.3, the Modified Project Site is comprised of Assessor's Parcel Numbers 279-240-033 and 279-240-019. The PM would subdivide the two parcels into five numbered parcels and four lettered lots. New

parcels 1 through 5 would be designated for commercial uses while lots A, B, C and D would be designated for open space.

- **Approval of a Noise Variance (VMIN 2019-0006):** As discussed in Section 2.5.4, a Variance from the City's noise ordinance may be required to allow nighttime noise violations to occur on a temporary basis during soil import operations. This application is subject to further discretionary view separate from the GPA, SPA, PM, and PP.
- **Approval of a Precise Plan (PP 2019-0005):** The Modified Project requires City approval of a PP to approve the final design of the entire Bedford Marketplace including both the Modified Project Site and a portion of the Approved Project Site (i.e., the existing 10 acres of GC designated land in current PA 11). As discussed in Section 2.5.5, the PP would result in a neighborhood commercial center designed to bring commercial services to the Bedford and Eagle Glen communities Bedford Marketplace and would consist of 223,730 sf of GC uses that includes a 135-room hotel on 21.7 acres.

As discussed in Section 2.5.5, the PP will include review and approval of infrastructure improvements associated with domestic water connections, dry utility connections, sewer connections, and stormwater conveyance features and a water quality basin.

3.0 COMPARATIVE EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 INTRODUCTION

This section compares the impact analysis for the Approved Project as contained in the prior or previous Environmental Impact Report (EIR) prepared for the Arantine Hills Specific Plan (AHSP). The AHSP was originally approved by certified EIR in 2012, the first amendment to the AHSP was approved by Supplemental EIR (SEIR) No. 1 in 2016, and a second amendment to the AHSP was approved by EIR Addendum in 2018. In this SEIR, SEIR No. 2, references to the Prior EIR constitute the three prior environmental approvals for the Approved Project. All prior environmental approvals as well as SEIR No. 2 are designated by State Clearinghouse Number 2006091093.

As defined in Chapter 2.0 of this SEIR, the following naming conventions are used interchangeably:

- Approved Project = current AHSP = existing AHSP. As originally approved in 2012, modified by SPA No. 1 in 2016, and modified by SPA No. 2 in 2018. The Approved Project encompasses 307.8 acres and allows up to 1,806 residential dwelling units (dus) on 191.6 acres, 80,000 square (sf) of General Commercial (GC) building area on 10.03 acres, 9.9 acres of parks, 77.4 acres of Open Space (OS), and 18.9 acres of master planned roadways within a 307.8-acre Planning Area (PA) boundary.
- Modified Project = proposed Modified Project = proposed project = proposed AHSP Amendment No. 3 = AHSPA No. 3. The overall AHSP boundary would increase from 307.8 to 325.7 acres, with GC acreage increasing from 10.0 to 21.7 (11.64) acres and OS acreage increasing from 77.4 to 83.6 (6.21 acres). Planned residential, park, and roadway development quantities/acreages would not be affected. The expansion of the AHSP boundary would result in an increase of approximately 143,108 sf in commercial building area that includes a 135-room hotel over and above the Approved Project.
- Modified Project Site = the 17.85-acre expansion area. The Modified Project Site pertains only to the 11.64 acres of GC and 6.21 acres of OS land uses to be added to the AHSP. The property to be designated GC would be added to existing PA 11 and the property to be designated OS would form new PA 12A.

As emphasized in Chapter 2.0, the distinction between Modified Project and the Modified Project Site as used in SEIR No. 2 is worth reiterating. The Modified Project or proposed project refers to the entire

AHSP as revised by proposed AHSPA No. 3. The Modified Project Site references the 17.85-acre property to be added to the AHSP boundary.

A detailed description of the changes to the AHSP proposed as part of the Modified Project is contained in Chapter 2.0 of this SEIR. In general, the overall AHSP boundary would expand from 307.8 to 325.7 acres, consisting of an increase GC land use from 10.0 to 21.7 acres and increase OS land use from 77.4 to 83.6 acres. The quantity of GC building area would increase from 80,000 sf to 223,108 sf.

The comparative analysis contained in SEIR No. 2 and Chapter 2.0 reviews changes included in the proposed Modified Project, changes to existing conditions, and changes to circumstances under which the Modified Project would be undertaken that have occurred since approval of the Prior EIR documents. This chapter reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the EIR was certified. This section further provides supporting evidence as to why, as a result of such changes or new information, an SEIR is required. This examination includes an analysis consistent with State Public Resources Code Section 21166 and California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15163 of and their applicability to the proposed Modified Project.

The environmental checklist form contained in CEQA Guidelines Appendix G has been modified as shown in Section 3.3. In this way, the comparative analysis contained in Section 3.4 for the environmental topics contained in the Prior EIR can demonstrate compliance with CEQA Guidelines Sections 15162 and 15163 regarding preparation of Subsequent and Supplemental EIRs. For each environmental topic, findings are made regarding 1) environmental effects of the proposed Modified Project in comparison to the findings of the Approved Project in the Prior EIR; and 2) whether the Prior EIR adequately analyzes the potential impacts of the Modified Project. Each environmental topic discussed in this analysis includes an overview of the impacts to the environment evaluated in the Prior EIR, a comparison between the Modified Project's effects on the environment and the effects identified in the Prior EIR, and whether the Modified Project's physical effects on the environment are within the scope of those analyzed in the Prior EIR. The mitigation measures from the Prior EIR that are being carried forward and incorporated into the Modified Project are also identified in this analysis (pursuant to CEQA Guidelines Section 151688 [c]) and assessed for applicability and the need for modifications to reflect the Modified Project.

For the reasons identified in the checklist below, this SEIR evaluation determined that the Modified Project results in no substantial changes with the potential for new significant impacts and no additional analysis is required.

3.2 MODIFIED ENVIRONMENTAL CHECKLIST

The City created modified checklist headings to address the questions posed by CEQA Guidelines Sections 15162 and 15163 regarding Subsequent and Supplemental documents. The headings are included in Section 3.3 and include the following:

- Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR;
- Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR;
- Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR;
- Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required.

3.3 ENVIRONMENTAL TOPICS CHANGED BY MODIFIED PROJECT

The environmental topics checked below would involve at least one impact that is a “substantial change in a project” or “involves circumstances” resulting in new or more severe impacts requiring revisions to the Prior EIR as indicated by the analysis contained in Section 3.4. In these cases, the new or more severe impact would be fully mitigated by implementation of new mitigation measures or modifications to the mitigation measures from the Prior EIR. For other topics, there have been no changes to the severity of the impact but minor changes to mitigation measures are required to reflect changes proposed by the Modified Project or to update the measures to reflect current best practices.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology and Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Hydrology and Water Quality
<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

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3.4 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

3.4.1 Aesthetics

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Have a substantial adverse effect on a scenic vista

The Prior EIR determined development of the Approved Project would not physically obstruct City-designated scenic vistas and would be consistent with development envisioned in the City's General Plan. The prior EIR determined development of the Approved Project would not have significant impacts on visual resources because the Approved Project site does not constitute a scenic resource or provide views of a scenic vista. As determined in the Prior EIR, development of the current AHSP would be far below the elevation of adjacent viewers and would not obstruct views beyond Bedford Canyon Wash and views from the elevated Eagle Glen area would not be substantially affected. Therefore, impacts to scenic vistas were found to be less than significant.

b) Damage scenic resources and vistas within or from scenic highways and arterials

The Prior EIR determined although there are significant scenic resources and scenic vista visible from the AHSP area and surrounding roadways, none are visible from a designated scenic highway or arterial as there are no state or City-designated scenic highways or arterials in the vicinity of the Approved Project. Therefore, impacts related to scenic highways would not occur.

c) Degrade visual character or quality of site and surrounding resources

The Prior EIR determined that although implementation of the Approved Project would result in development that would alter the existing visual character of the property within the AHSP boundary, the site was not considered to be an aesthetic resource in its (then) current undeveloped state. Adherence to established and proposed City requirements for architectural elements, design features, landscape requirements (as specified in current AHSP) would ensure a high-quality, consistent, and compatible development that would not substantially degrade the visual character or quality of the site. The Prior EIR concluded implementation of the AHSP would not conflict with applicable City General Plan policies related to aesthetics. Therefore, impacts were considered less than significant.

d) New source of light and glare affecting day or nighttime views

The Prior EIR determined the Approved Project site was located at a lower elevation than the existing adjacent land uses, and therefore lighting from the Approved Project would not spill over onto adjacent or near-by properties. The Prior EIR noted all lighting fixtures installed for the Approved Project would comply with City lighting standards requiring minimal to no spillover onto adjacent residences, sensitive land uses, and open space, resulting in a less than significant impact. Similarly, the Prior EIR determined traffic signal lights installed as part of the Approved Project would be shielded to prevent light spill, and since there are sources of higher power lighting in the area of the proposed traffic signal lights, lighting impacts from the placement of traffic signals were considered less than significant. The Prior EIR determined adherence to the AHSP and City's Zoning Code

lighting standards would ensure building or parking lighting would not impact adjacent land uses. Therefore, impacts associated with light and glare were found to be less than significant.

Impacts Associated with the Modified Project

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project Site and current Planning Area (PA) 11 are located in the lowest elevations within the AHSP along with PAs 12, 13 and 14. Due to the higher elevation of the surrounding properties to the northwest and southwest, adjacency of I-15 to the northeast, and higher elevations to the south and southwest within the Approved Project and elevated bluffs further south and southwest above Bedford Canyon Wash, development of the Modified Project would not obstruct views from these locations. Views from the elevated Eagle Glen area would not be substantially affected. Therefore, no new or substantially greater impacts related to scenic vistas would occur with implementation of the Modified Project compared to those identified in Prior EIR. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project Site is currently vacant property with rolling topography and ruderal vegetation. No trees, rock outcroppings, historic buildings, or any other scenic resource is located on the Modified Project Site. Furthermore, the Modified Project would expand PA 11 toward the I-15 freeway and the I-15/Cajalco Road Southbound On and Off-Ramp intersection. The Modified Project would not result in changes such that the Modified Project Site would be visible from a designated scenic highway. Although there are significant visual resources visible from within the AHSP boundary and surrounding roadways, none of these resources are visible from a designated scenic highway or arterial and the AHSP is not located within a State scenic highway. No new State scenic highways or local scenic arterials have been designated in the area surrounding the AHSP since its initial adoption in 2012. Therefore, no new impacts related to scenic resources within a State scenic highway or local scenic highway would occur. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This impact will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project proposes an expansion of the AHSP with land use designations consistent with the current AHSP. As indicated in the Prior EIR, implementation of the AHSP would result in development that would alter the existing visual character of the site. The Modified Project would adhere to the development regulations contained in the AHSP and zoning code pertaining to architectural, design, and landscape features to ensure high-quality, consistent, and compatible development. With implementation of these design related regulations, the Prior EIR determined the visual character or quality of the site and surroundings would not be substantially degraded. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project would add commercial and open space property in the northeast portion of the Approved Project, adjacent to I-15 and the I-15 Southbound On- and Off-Ramp intersection with Cajalco Road. An 11.64-acre property would be added to PA 11 and increase commercial development, introducing additional sources of light and glare from the increase in commercial development as compared to the Approved Project. As stated in the Prior EIR and above, the Modified Project Site and current PA 11 are located in the lowest elevations within the AHSP along with PAs 12, 13 and 14. Due to the higher elevation of the surrounding properties to the northwest and southwest, adjacency of I-15 to the northeast, higher elevations to the south and southwest within the Approved Project, and elevated bluffs further south and southwest above Bedford Canyon Wash, day time glare and nighttime lighting associated with commercial development on the Modified Project Site would not be highly visible to surrounding development. As discussed in the Prior EIR, all lighting fixtures associated with implementation of the Approved Project would adhere to the City's lighting standards and would be required to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. Adherence to the AHSP and the City's Zoning Code lighting standards that require adequate light shielding, appropriate light intensity, and proper light location would ensure building or parking lighting would not significantly impact adjacent uses. Therefore, no new or substantially greater impacts would occur with implementation of the Modified Project when compared to those identified in the Prior EIR. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of

impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. The Modified Project would add commercial and open space property in the northeast portion of the Approved Project, adjacent to I-15 and the I-15 Southbound On- and Off Ramp intersection with Cajalco Road. The preceding Aesthetics analysis is an assessment of the 17.85 acre Modified Project Site's cumulative impacts with respect to the Approved Project, or the balance of the 307.8-acre current AHSP boundary. As concluded, the Modified Project would not change the significance of Aesthetic impacts as compared to the Prior EIR.

Consistent with the conclusions in the Prior EIR, there are no cumulative projects in the vicinity whose impacts would intermingle with the Modified Project and create a cumulatively significant impact related to scenic views, vistas or resources. The Modified Project Site and the balance of PA 11 would be developed in accordance with the AHSP as amended, resulting in a coordinated, integrated neighborhood commercial center. Consistent with the conclusions in the Prior EIR, there are no cumulative projects in the vicinity whose impacts would intermingle with the Modified Project and create a cumulatively significant degradation of the existing visual character of the site and surroundings. Consistent with the conclusions in the Prior EIR, there are no cumulative projects in the vicinity whose impacts would intermingle with the Modified Project that would create cumulatively significant light and glare impacts.

In summary, the Modified Project would not create a cumulatively significant Aesthetic impact consistent with the Prior EIR. Compliance with the City's Municipal Code, General Plan standards, and proposed AHSP development regulations would ensure the Modified Project in combination with other projects in the area would not result in significant impacts associated with: scenic views, vistas, or resources; degradation of site or surroundings; or introduce substantial new source of light and glare.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

No mitigation measures related to Aesthetics were outlined in the Prior EIR. As discussed above, no new impact has been identified. Lacking any new impacts, no new mitigation measures or new alternatives are required for the Modified Project.

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3.4.2 Agriculture and Forestry Resources

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Conversion of prime, unique, or statewide important farmland

The Prior EIR concluded development of the Approved Project would cause a significant unavoidable impact as a result of impacts to areas designated prime farmland and unique farmland within the AHSP boundary. The Prior EIR concluded this impact was cumulatively considerable, and therefore cumulatively significant and unavoidable.

b) Conflict with an existing agricultural zone or a Williamson Act contract

As concluded in the Prior EIR, the AHSP boundary was zoned “Agricultural.” Adoption of the AHSP and the first two amendments established new zoning for the AHSP area. The AHSP established zoning for residential, commercial, park, and open space land uses. The Prior EIR found the change from Agricultural zoning and land use designations to the designations contained in the AHSP to be less than significant because the General Plan also states the purpose of the designation is to “...allow for the continued production of agricultural lands as interim uses preceding urban development and/or as a long-term use.” The zone change facilitated development that was consistent with the City’s General Plan. Because the proposed zone change and subsequent development of on-site uses was

considered consistent with the General Plan, a less than significant impact associated with the change of zone from Agricultural to the Approved Project zoning designations was identified.

The Prior EIR described the current status of the request filed in 2003 by the project applicant to cancel the Williamson Act contracts within the AHSP. The Prior EIR noted the California Department of Conservation (DOC) concurred with the cancellation request in 2012. Because the process to cancel the existing Williamson Act contract for the applicable lands within the AHSP had commenced and was confirmed by DOC, the Prior EIR found the Approved Project would not result in a significant impact related to Williamson Act contracts.

c) Conflict with existing zoning for, or cause rezoning of, forest land

The Prior EIR concluded the Approved Project did not have any designated forest land and was not zoned for timberland uses. Rezoning of the Approved Project therefore was determined not to conflict with existing forest zoning, did not cause rezoning of forest land, and did not result in the loss or conversion of forest lands to non-forest uses. Therefore, no impacts associated with forest zoning were identified in the Prior EIR.

d) Result in loss of forest land or conversion of forest land

The Prior EIR concluded the Approved Project did not have any designated forest land. The proposed land uses that would result from implementation of the Approved Project would therefore not reduce forest land or convert forest land to non-forest uses. Therefore, no impact associated with loss of forest land or conversion of forest land was identified in the Prior EIR.

e) Other changes that could convert farmland or forest land

As noted above under item a), the Prior EIR noted portions of the Approved Project were designated farmland of local importance, prime farmland, and unique farmland by the California Department of Conservation's Farmland Mapping & Monitoring Program (FMMP). The Prior EIR concluded the conversion of prime farmland was a cumulatively considerable impact, as well as a cumulatively significant and unavoidable impact associated with the Approved Project.

As noted above under item b), the Prior EIR found the change from Agricultural zoning to the zoning proposed by the Approved Project to be less than significant because the General Plan states the purpose of the designation is to "...allow for the continued production of agricultural lands as interim uses preceding urban development and/or as a long-term use." The zone change facilitated development that was consistent with the City's General Plan. Because the proposed zone change and subsequent development of on-site uses was considered consistent with the General Plan, a less than significant impact associated with the change of zone from Agricultural to the Approved Project zoning designations was identified in the Prior EIR.

As noted above under item d), the Prior EIR concluded the Approved Project did not have any designated forest land. Implementation of the Approved Project would not reduce forest land or convert forest land to non-forest uses. No impact associated with loss of forest land or conversion of forest land was identified in the Prior EIR.

Therefore, the Prior EIR determined the Approved Project would result in significant project and cumulative impacts from the loss of prime farmland, a less than significant impact from the conversion of Agricultural zoning to the zoning proposed by the Approved Project, and no impact from the conversion of forest land to non-forest uses.

Impacts Associated with the Modified Project

(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to nonagricultural use?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project Site is designated farmland of local importance by the DOC's FMMP. The Modified Project site is not designated as prime farmland, unique farmland, or farmland of statewide importance by the FMMP. Therefore, development of the Modified Project Site in accordance with the proposed Modified Project would not cause new impacts to occur. The Modified Project's impacts to farmland of local importance are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project Site is zoned Agriculture on the City's Zoning Map designated Agriculture by the City's General Plan. The Prior EIR found the change from Agricultural zoning and land use designations to the designations contained in the AHSP to be less than significant because the General Plan also states the purpose of the designation is to "...allow for the continued production of agricultural lands as interim uses preceding urban development and/or as a long-term use." The Modified Project is consistent with the General Plan objective to consider urban uses that complement development located on adjoining properties. The adjoining property to the Modified Project site is the balance of the Approved Project that has been previously graded in preparation for implementation of the current AHSP. The Modified Project proposes an expansion of the commercial and open space land uses approved in the current AHSP, consistent with the General Plan objective to consider urban uses that complement development located on adjoining properties.

According to the Riverside County Williamson Act FY 2015/2016 map (Sheet 1 of 3) prepared by the DOC as part of the FMMP, the Modified Project site is mapped as Non-Williamson Act Land, Non-Enrolled Land. Therefore, the Modified Project would not conflict with a Williamson Act contract.

The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant or no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

(c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. According to the General Plan and Zoning Map, no timber farmland designation exists on the Modified Project Site. The Modified Project would not change those designations; therefore, no new impacts would occur. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

(d) Result in the loss of forest land or conversion of forest land to non-forest use?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. No forest or timber resources are located on the Modified Project Site. Therefore, no new impacts would occur. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

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?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project Site is designated farmland of local importance by the FMMP, with no prime or unique farmland designations. The Modified Project Site is currently zoned Agriculture, and the Modified Project would result in the conversion of the 17.85 acre property from Agricultural zoning to commercial and open space zoning. The change to commercial and open space zoning proposed by the Modified Project would result in a less than significant impact because the General Plan states the purpose of the from Agricultural zone is to "...allow for the continued production of agricultural lands as interim uses preceding urban development and/or as a long-term use." The Modified Project zone change would facilitate development consistent with both the current AHSP currently being developed and the proposed AHSP. The Modified Project proposed uses would be

consistent with the General Plan, and therefore a less than significant impact associated with the change of zone from Agricultural to commercial and open space zoning would occur.

In summary, the Modified Project would result in a less than significant impact from the conversion of farmland of local significance to non-agricultural use and the change in zoning from Agricultural to non-agricultural, and no impact from the conversion of forest land to non-forest uses. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant and no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. As stated previously, the Modified Project would not result in increased impacts to agricultural or forest land as compared to the Prior EIR. Although the Modified Project would result in the development of land currently designated farmland of local importance and change zoning from Agricultural to commercial and open space, impacts were determined to be less than significant. No impacts were determined regarding forest lands. The City maintains an interim General Plan designation for agricultural uses until such time agricultural land is converted to uses consistent with the General Plan. The cumulative effect of development in the region will continue to result in the conversion of agricultural lands to non-agricultural uses. Because agricultural land, including prime farmland, Williamson Act land, and land zoned for agricultural operations, is a finite resource, the conversion of the 17.85 acre Modified Project Site to urban uses, combined with planned and future development in the City and region, represents a significant cumulative impact to agricultural operations and resources that cannot be mitigated. This determination is consistent with the conclusions from the Prior EIR. The Modified Project's cumulative impact would remain the same as the level cited in the Prior EIR. This topic will not be analyzed further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

No mitigation measures related to agriculture and forest lands were outlined in the Prior EIR. As discussed above, no new impact has been identified. Lacking any new impacts, no new mitigation measures or new alternatives are required for the Modified Project.

3.4.3 Air Quality

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Conflict or obstruct applicable air quality plan

The Prior EIR concluded growth forecasts contained in the Southern California Association of Governments (SCAG) Regional Transportation Plan were used in the South Coast Air Quality Management District (SCAQMD) regional Air Quality Management Plan (AQMP) growth forecasts. These forecasts were based on future land use assumptions for the Approved Project as provided by the City. The Approved Project was found to be consistent with the AQMP since the residential and commercial development quantities would remain the same. Therefore, the Prior EIR determined the Approved Project is consistent with the AQMP and no new or increased impact would occur.

b) Violate air quality standard or contribute to existing or projected air quality violation

c) Cumulatively considerable net increase of criteria pollutant in non-attainment status

The Prior EIR determined construction emissions during the peak construction day of the Approved Project would exceed SCAQMD thresholds for nitrogen oxides (NO_x) and particulate matter (PM₁₀ and PM_{2.5}), which was a significant impact that required mitigation. The Prior EIR identified mitigation measures to reduce construction PM₁₀ and PM_{2.5} emissions to less than significant. With implementation of mitigation, the Prior EIR concluded NO_x construction emissions would remain significant and unavoidable.

The Prior EIR determined the Approved Project would exceed SCAQMD daily operational thresholds for carbon monoxide (CO), volatile organic compounds (VOC), NO_x, and PM₁₀, which resulted in a significant impact that required mitigation. However, the Prior EIR conducted a long-term microscale (CO hot spot) emissions analysis that determined CO emissions would not result in a significant impact and no mitigation was necessary for CO impacts. With implementation of mitigation, the Prior EIR concluded VOC, NO_x PM₁₀ emissions would remain significant and unavoidable.

d) Expose sensitive receptors to pollutants

The Prior EIR conducted Localized Significance Threshold (LST) and CO hotspot screening analyses and determined CO hotspot impacts would be less than significant, and no mitigation was required. The LST analyses identified a significant construction LST impact from PM₁₀ emissions, and mitigation was required. The Prior EIR identified mitigation measures to reduce construction LST impacts from PM₁₀ to less than significant.

e) Create objectionable odors

The Prior EIR noted SCAQMD Rule 402 prohibits air discharges that can cause injury, nuisance, or annoyance to the health, safety, or comfort of the public. With the exception of short-term construction-related odors (e.g., equipment exhaust and asphalt odors), the Prior EIR found Approved Project would

not include uses that would generate offensive odors such as agricultural uses, wastewater treatment plants, or landfills. The Prior EIR noted application of architectural coatings and installation of asphalt would generate odors, but such odors would be temporary and would not be noticeable beyond the Approved Project construction boundaries. SCAQMD Rules 1108 and 113 identify standards regarding the application of asphalt and architectural coatings, respectively. The Prior EIR determined adherence to applicable provisions of those Rules was a standard requirement for all development projects within the City, and implementation of those Rules as part of the Approved Project's construction would result in a less than significant impact and no mitigation was required.

Impacts Associated with the Modified Project

(a) Conflict with or obstruct implementation of the applicable air quality plan?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. Projects are considered consistent with the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP. The future emissions forecasts are primarily based on demographic and economic growth projections provided by SCAG. Thus, demographic growth forecasts for various socioeconomic categories developed by SCAG in their current 2016 RTP/SCS were in turn used to estimate future emissions by SCAQMD in their current 2016 AQMP (SCAQMD 2016).

Pursuant to SCAQMD's consistency analysis guidelines contained in their CEQA Air Quality Handbook, the AQMP is affirmed when a project: (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and (2) is consistent with the growth assumptions in the AQMP.

AQMP Consistency Criterion 1: The Modified Project would generate short-term and long-term pollutant emissions over and above those estimated for the Approved Project. However, as detailed in the *Bedford Marketplace Air Quality and Greenhouse Gas Memorandum* (November 26, 2019) prepared by Urban Crossroads and included in Appendix B, and discussed below in items b) and c), construction emissions attributable to development of the Modified Project site plus the balance of PA 11 would be fully mitigated with the introduction of a new mitigation measure related to NO_x construction emissions. Increased operational emissions from the Modified Project (i.e., from the net increase in commercial development on the Modified Project Site) would not create any new impacts or require new mitigation. However, the additional commercial development would incrementally increase VOC, NO_x and PM₁₀ emissions determined in the Prior EIR to be a significant and unavoidable impact. The Modified Project would not exceed the significance threshold of the other regulated pollutants (CO, SO_x, PM₁₀, and PM_{2.5}).

AQMP Consistency Criterion 2: The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plans or elements, Specific Plans, and significant projects. The Modified Project includes General Plan and Specific Plan Amendments but is not defined as a significant project. The Modified Project would convert 11.64 acres of Agricultural zoned land to commercial resulting in an increase of 143,108 square feet of commercial building area that includes a 135-room hotel over and above the Approved Project. However, the Modified Project would result in the creation of a neighborhood retail center serving the nearby Eagle Glen and developing Bedford communities. The Modified Project would introduce retail and service uses in an area underserved by such uses, which would result in a reduction in vehicle trips and trip lengths. For these reasons, the Modified Project is considered to be consistent with the AQMP and no mitigation is required. The Modified Project's impacts associated with the AQMP are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

- (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**
- (c) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project requires import of 440,000 cubic yards of soil to raise the Modified Project Site to within five feet of current PA 11 and to allow sewer gravity flow to the AHSP sewer lift station in PA 12. Two options have been identified to import soil to the Modified Project site. One option is to haul soil in from an off-site source in trucks during the nighttime hours. The trucking operations are expected to require up to 118 nights. Incoming soil would be trucked onto the Modified Project Site, dumped, and moved and spread around the site. There would also be some overlap of the soil import and daytime grading operations.

A second option is to haul soil in scrapers from AHSP PA 14, which is located south of the Modified Project Site across Bedford Wash. The area of PA 14 would be lowered approximately 13 feet to generate the fill, which would be hauled in scrapers down a constructed ramp and across Bedford Canyon Wash to the project site. This import option would occur during daytime hours and require approximately 100 days to complete.

In addition to importing soil, the Modified Project would result in the development of a larger commercial center as compared to the Approved Project, resulting in additional construction emissions than analyzed in the Prior EIR.

As documented in the *Bedford Marketplace Air Quality and Greenhouse Gas Memorandum* (November 26, 2019) and the *Bedford Marketplace Soil Import/Export Air Quality Assessment* (August 9, 2019) prepared by Urban Crossroads and included in Appendix B, construction operations, including the import of soil by truck, would cause an exceedance of NO_x emissions as shown in Table 3.4.3.A below. Emissions associated with the option to import soil by truck is shown specifically in the table below. If the second option to import soil from PA 14 were implemented, those emissions are incorporated into the grading quantities and overall emissions would be reduced compared to importing soil by truck.

3.4.3.A: Unmitigated Modified Project Site Construction Emissions						
Phase	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2020 (Soil Import Process)	8.86	149.11	54.15	0.26	12.89	6.75
2020 (Construction Process)	4.97	50.27	39.65	0.12	10.89	6.11
2021 (Construction Process)	65.75	50.91	58.59	0.15	8.57	3.57
Winter						
2020 (Soil Import Process)	8.99	147.70	56.45	0.25	12.90	6.75
2020 (Construction Process)	5.00	50.27	36.91	0.11	10.89	6.11
2021 (Construction Process)	65.78	50.83	55.33	0.15	8.57	3.57
Maximum Daily Emissions	65.78	149.11	58.59	0.26	12.90	6.75
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	YES	NO	NO	NO	NO

The exceedance of the maximum daily threshold for NO_x can be mitigated through the use of Tier 4 engines for off-road construction equipment. Prior EIR Mitigation Measure 4.3.6.1E requires the use of Tier 4 engine technology on off-road construction equipment after January 1, 2015. Following implementation of Mitigation Measure 4.3.6.1E and new Mitigation Measure 4.3.6.1I, construction emissions would be reduced to less than significant as shown in Table 3.4.3.B below. Because the Prior EIR concluded NO_x emissions would remain significant and unavoidable even with implementation of mitigation, the Modified Project's NO_x impacts with implementation of revised Mitigation Measure 4.3.6.1E and new Mitigation Measure 4.3.6.1I are less severe and therefore reduced in comparison to the Approved Project.

3.4.3.B: Mitigated Modified Project Site Construction
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Emissions						
Phase	Emissions (lbs/day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Summer						
2020 (Soil Import Process)	4.49	94.52	51.69	0.26	10.51	4.56
2020 (Construction Process)	4.59	34.09	40.13	0.12	9.27	4.62
2021 (Construction Process)	65.41	46.37	59.21	0.15	8.39	3.39
Winter						
2020 (Soil Import Process)	4.62	93.11	53.99	0.25	10.51	4.57
2020 (Construction Process)	4.62	34.03	37.39	0.11	9.27	4.62
2021 (Construction Process)	65.44	46.29	55.95	0.15	8.39	3.40
Maximum Daily Emissions	65.44	94.52	59.21	0.26	10.51	4.62
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

The increase of 143,108 square feet of commercial building area that includes a 135-room hotel over and above the Approved Project would incrementally increase operational air emissions. Table 3.4.3.C shows the increase in emissions from the Modified Project would not cause a new significant impact.

Table 3.4.3.C: Increase in Emissions from Modified Project Site						
Operational Activities – Summer Scenario	Emissions (lbs/day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Bedford Marketplace Maximum Daily Emissions	45.50	106.89	206.50	0.48	36.83	10.50
80 TSF Commercial Maximum Daily Emissions	12.97	67.29	99.94	0.36	24.08	6.61
Net Increase	32.54	39.61	106.56	0.12	12.75	3.89
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Operational Activities – Winter Scenario	Emissions (lbs/day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Bedford Marketplace Maximum Daily	42.24	109.60	194.87	0.46	36.83	10.50

Emissions						
80 TSF Commercial Maximum Daily Emissions	11.42	66.73	91.31	0.33	24.08	6.61
Net Increase	30.82	42.87	103.56	0.12	12.74	3.89
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

In summary, the proposed increase in soil import and grading activity associated with the Modified Project would cause an exceedance in NO_x emissions without mitigation. However, as specified in the Prior EIR, Mitigation Measure 4.3.6.1E requires the use of Tier 4 engine technology on off-road construction equipment, which would reduce impacts to less than significant. The increase in operational emissions would not exceed significance standards. Therefore, with implementation of the Mitigation Measures specified in the Prior EIR, the level of impact (less than significant with mitigation) remains unchanged from the Prior EIR. This topic will not be evaluated further in this SEIR.

(d) Expose sensitive receptors to substantial pollutant concentrations?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The soil import and construction operations have the potential to cause impacts to sensitive receptors. The haul route identified for importing off-site fill material would rely on local roadways (Minnesota Road to Sherborn Street to Magnolia Avenue to the I-15 Freeway) that do not have sensitive receptors and the I-15 Freeway, which has adjacent sensitive receptors, but is used as a regional truck route. Additional sensitive receptors are proximate to the Modified Project Site, such as residences in the Eagle Glen and Bedford Neighborhoods, the closest of which was used for this analysis. As such, the *Bedford Marketplace Air Quality and Greenhouse Gas Memorandum* (November 26, 2019) prepared by Urban Crossroads and included in Appendix B, includes a Localized Significance Threshold (LST) analysis based on SCAQMD methodology. The analysis quantified localized impacts (maximum daily emissions) at the nearest sensitive receptor compared to the thresholds established by the SCAQMD. During all phases of construction, the LST analysis determined no exceedances of SCAQMD thresholds would occur and impacts would be less than significant.

According to SCAQMD methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources of emissions or attracts mobile sources that may spend long periods of time queuing and idling (such as warehouse or transfer facilities). Since the Modified Project does not include such uses, due to the lack of stationary source emissions, no long-term localized significance thresholds would occur.

The Modified Project's impacts to sensitive receptors are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

Short-term odors can occur during construction both during grading and painting of structures, and long-term odors depend on the type of land use.

Although the Modified Project would result in a substantive increase in construction from nighttime soil import activities and daytime daily grading that may result in construction odors, these activities are temporary. Similarly, the long-term commercial land uses would also remain the same as the Approved Project, resulting in similar impacts as presented in the Prior EIR. In the same manner as determined in the Prior EIR, adherence to applicable provisions of SCAQMD Rules 402, 1108, and 113 would reduce construction nuisances from the Modified Project to a less than significant impact and no mitigation is required.

The Modified Project proposes commercial land uses that would not generate offensive odors such as agricultural uses, wastewater treatment plants, or landfills. In the same manner as determined in the Prior EIR, operational odors from the Modified Project would be considered less than significant and no mitigation is required. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. As shown in the analysis above, the Modified Project would not exceed regional or local emissions thresholds established by SCAQMD for construction and operations. SCAQMD, in CEQA documents for which it is the lead agency, uses a zone of influence of 1 mile from the Modified Project Site for ambient pollutants and 500 feet for toxic air contaminants to identify cumulatively relevant projects. This represents a likely worst-case scenario and is more restrictive than most other lead agencies. Given the location of the Modified Project Site, no cumulatively relevant projects have been identified.

State CEQA Guidelines §15064(h)(4) states that "The mere existence of cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Project's incremental effects are cumulatively considerable." SCAQMD has developed a policy to address the cumulative impacts of CEQA projects. The policy holds that project impacts would be cumulatively considerable if they were to exceed the project-specific air quality significance thresholds. The analysis above

demonstrates that emissions from the Modified Project can be mitigated below all SCAQMD CEQA thresholds related to air quality. Therefore, since no cumulatively relevant projects occur and the Modified Project’s emissions are below significance thresholds, the Modified Project’s contribution would not be cumulatively considerable.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures from the Prior EIR, with the addition of new measure 4.3.6.1I, were found to be applicable to the Modified Project:

Air Quality	
4.3.6.1A	Prior to the issuance of a grading permit, the project developer shall require by contract specifications that contractors shall place construction equipment staging areas at least 200 feet away from sensitive receptors. Contract specifications shall be included in the project Specific Plan construction documents, which shall be reviewed by the City.
4.3.6.1B	Prior to the issuance of a grading permit, the project developer shall require by contract specifications that contractors shall utilize power sources (e.g., power poles) or clean-fuel generators. Contract specifications should be included in the Specific Plan construction documents, which shall be reviewed by the City.
4.3.6.1C	Prior to the issuance of a grading permit, the project developer shall require contract specifications that contractors shall utilize California Air Resources Board (CARB) Tier II Certified equipment or better during the rough/mass grading phase for the following pieces of equipment: rubber-tired dozers and scrapers. Contract specifications shall be included in the Specific Plan construction documents, which shall be reviewed by the City.
4.3.6.1D	Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor uses 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. If the project applicant and his contractor determine that 2010 model year or newer diesel trucks cannot be obtained, the project applicant shall notify the City that trucks with EPA 2007 model year NO _x emissions shall be utilized.

4.3.6.1E	<p>Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor use on-site construction equipment that meet EPA Tier 3 or higher emissions standards according to the following schedule:</p> <ul style="list-style-type: none"> • Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • A copy of each unit’s certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
4.3.6.1F	<p>The City shall encourage construction contractors to apply for SCAQMD “SOON” funds by advising project applicants and their contractors of this programs availability. Information on this program can be found at the following website: http://www.aqmd.gov/home/programs/business/businessdetail?title=off-road-diesel-engines&parent=vehicle-engineupgrades.</p>
4.3.6.3A	<p>Prior to the issuance of each building permit, the project applicant shall require by contract specifications that architectural coatings require the use of either HVLP spraying equipment or manual application techniques to apply architectural coatings. Contract specifications shall be included in the Specific Plan construction documents, which shall be reviewed by the City.</p>
4.3.6.4A	<p>Prior to issuance of each building permit associated with the Specific Plan, building and site plan designs shall ensure that the project’s energy efficiencies surpass applicable 2008 California Title 24, Part 6 Energy Efficiency Standards by a minimum of 20 percent. Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the Applicant, and reviewed and approved by the City. Any combination of the following design features may be used to fulfill this requirement provided that the total increase in energy efficiency meets or exceeds 20 percent:</p> <ul style="list-style-type: none"> • Exceed 2008 California Title 24 Energy Efficiency performance standards for water heating and space heating and cooling. • Increase in insulation such that heat transfer and thermal bridging is minimized.

	<ul style="list-style-type: none"> • Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption. • Incorporate dual-paned or other energy efficient windows. • Incorporate energy efficient space heating and cooling equipment. • Install interior and exterior energy efficient lighting which exceeds the 2008 California Title 24 Energy Efficiency performance standards including but not limited to automatic devices to turn off lights when they are not needed. • To the extent that they are compatible with landscaping guidelines established by the City, include shade producing trees, particularly those that shade paved surfaces such as streets and parking lots and buildings, within the project site. • Use light and off-white colors in the paint and surface color palette for project buildings to reflect heat away. • All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design.
4.3.6.4B	<p>Prior to issuance of each building permit associated with the Specific Plan, the following design features shall be implemented to reduce energy demand associated with potable water conveyance:</p> <ul style="list-style-type: none"> • Landscaping palette emphasizing drought-tolerant plants; • Use of water-efficient irrigation techniques; and • U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.
4.3.6.4E	<p>The developer shall provide electric car charging infrastructure for multi-family residential and commercial land uses.</p>
4.3.6.1H	<p>The developer(s) within the multi-family and single family developments shall provide outside electric outlets and natural gas stub outs.</p>
<u>4.3.6.1I</u>	<p><u>When using construction equipment greater than 150 horsepower (>150 HP) during soil import/hauling activity, the Construction Contractor shall ensure that off-road diesel construction equipment complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 emission standards or equivalent and shall ensure that all construction equipment is turned and maintained in accordance with the manufacturer’s specifications.</u></p>

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3.4.4 Biological Resources

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Impact candidate, sensitive, or special status species

The Prior EIR determined the coastal California gnatcatcher (*Polioptila californica californica*) was the only endangered or threatened species with a potential to occur within the Approved Project. The coastal California gnatcatcher (CAGN) was not detected during site visits; however, suitable habitat occurred in the Riversidean sage scrub communities. The Prior EIR noted the CAGN was designated as a Covered Species Adequately Conserved under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) with no additional conservation requirements. The Prior EIR noted vegetation clearing of occupied habitat within Public/Quasi Public lands and Criteria Area between March 1 and August 15 was prohibited. Development of CAGN habitat was identified in the Prior EIR as a significant impact, and appropriate mitigation was prescribed.

The Prior EIR identified the following seven special status wildlife species observed within the Approved Project during site visits:

- Bobcat (*Lynx rufus*)
- California horned lark (*Eremophila alpestris actia*)
- Coastal western whiptail (*Aspidoscelis tigris multiscutatus*);
- Cooper’s hawk (*Accipiter cooperi*);
- Northern harrier (*Circus cyaneus*);
- San Diego desert woodrat (*Neotoma lepida intermedia*); and

- Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)

All seven special status species observed during site surveys were noted as being covered under the take and incidental take provisions of the MSHCP, and potential impacts to these species were mitigated through compliance and participation in the MSHCP, including payment of the required MSHCP impact fee.

The Prior EIR noted the Approved Project is located within the MSHCP Burrowing Owl Survey Area. Due to the presence of suitable burrowing owl (*Athene cunicularia*) habitat throughout the Approved Project, focused surveys for burrowing owl were conducted in 2009 and 2010. The focused burrowing owl survey determined that no burrowing owls, potential burrowing owl burrows, or diagnostic signs (e.g., whitewash, pellets, bones, or feathers) of burrowing owl were observed within the Approved Project boundary or a 150-meter (500-foot) buffer area. While no burrowing owls were identified, the Prior EIR noted suitable habitat is present within the Approved Project. Because the species is highly mobile, the EIR concluded the burrowing owl could occupy the site prior to development resulting in a potentially significant impact that required mitigation. The Prior EIR prescribed pre-construction survey mitigation to avoid impacts to the burrowing owl species.

As discussed in the Prior EIR, the Approved Project Specific would result in the removal of vegetation suitable for nesting migratory birds, including raptors. Impacts to nesting migratory birds were noted as being prohibited under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Because suitable habitat to support nesting migratory birds was present within the Approved Project, a potential for impacts to species that occupy the site prior to development existed. The Prior EIR prescribed pre-construction survey mitigation to avoid impacts to the nesting bird species.

b) Impact riparian habitats or other sensitive natural communities

The Prior EIR analyzed the project design feature included as part of the Approved Project to widen, stabilize, and restore Bedford Wash to improve its ability handle storm flows and avoid flooding while reducing scouring and erosion. The plans for Bedford Wash included habitat restoration within the wash and adjacent areas to replace California Department of Fish and Wildlife (CDFW) defined streambed and riparian jurisdictional areas temporarily and permanently impacted by the widening and stabilization activities. The Prior EIR identified the quantity of CDFW streambed and riparian areas that would be temporarily and permanently impacted. The Prior EIR noted most of the impacts to CDFW defined jurisdictional areas involved unvegetated streambed containing little to no riparian canopy. Impacts to CDFW jurisdictional habitat were identified as potentially significant and mitigation was prescribed.

As noted previously, the approved and planned widening, stabilization, and restoration improvements to Bedford Wash have been completed as part of the Approved Project. To permit those activities, the following Regulatory Permits and MSHCP Consistency Determination were issued:

- U.S. Army Corps of Engineers (Corps File No. SPL-2015-00361-ERS)
- California Department of Fish and Wildlife (Notification No. 1600-2015-0055-R6)
- Regional Water Quality Control Board (SARWQCB Project NO. 332014-24)
- U.S. Fish and Wildlife Service (FWS-WRIV-15B0271-16F0852)
- MSHCP Consistency Determination and Determination of Biologically Equivalent or Superior Preservation (DBESP) (FWS/CDFW-15BO0271-15CPA0281)

The Regulatory Permits and MSHCP Consistency authorized the widening and restoration of Bedford Wash, including improvements for flood protection. Buried rip-rap extending down to scour depth was permitted along both sides of Bedford Wash. Grade stabilizing structures were permitted perpendicular to flows. Several stormdrain outlet structures surrounded by a concrete structure were incorporated into the rip-rap lined banks to outlet storm flows on both sides of Bedford Wash. Additionally, two concrete crossings were permitted, at the far upstream and downstream limits within the Approved Project. The concrete crossings allow maintenance vehicles to cross Bedford Wash and access the bluff on the south side. Additionally, the Approved Project includes a future bridge crossing Bedford Wash that is authorized by the Regulatory Permits. The Regulatory Permits remain active and Approved Project activities authorized under the permits remain on-going.

As stated in the Prior EIR, the current AHSP was designed to reduce impacts to native habitat through the designation of 67.9 acres of native habitat included as permanent open space. Because the Approved Project contained measures to reduce impacts to habitat consistent with the MSHCP, impacts to Disturbed Riversidean Sage Scrub, Riversidean Sage Scrub, and Riversidean Sage Scrub/Chaparral habitats were considered to be less than significant and no mitigation was required.

Pursuant to the terms of the MSHCP and Implementing Agreement with the U.S. Fish and Wildlife Service (USFWS) and CDFW, compliance with provisions of the MSHCP provides full mitigation under CEQA, Federal Endangered Species Act (FESA), and California Endangered Species Act (CESA) for impacts to the species and habitats covered by the MSHCP. Therefore, impacts to sensitive communities would be reduced to a less than significant level.

c) Impact federally protected wetlands

The Prior EIR analyzed the widening, stabilization, and restoration of Bedford Wash and identified the quantity of on-site U.S. Army Corps of Engineers (USACE) jurisdictional waters that would be temporarily and permanently impacted. No federally protected wetlands were identified or impacted. Bedford Wash was determined to be an ephemeral drainage under the jurisdiction of the USACE.

Impacts to USACE non-wetland jurisdictional areas were identified as a significant impact and mitigation was prescribed. The widening, stabilization, and restoration of Bedford Wash has been implemented and is a current or existing condition.

d) Interfere with species movement or migratory wildlife corridors, or impede use of wildlife nurseries

As discussed in the Prior EIR, the Approved Project and surrounding areas were previously disturbed and diminished in quality either through past agricultural uses or the development of residential and commercial uses. The Approved Project had been insulated from nearby open spaces because of existing development. Bedford Wash was noted as providing an avenue for wildlife movement from the Santa Ana Mountains to the west, through the Approved Project, and to the east to Temescal Creek. The Prior EIR indicated the Bedford Wash would be widened and maintained in a semi-natural condition as an earthen bottomed channel and concrete sides as part of the Approved Project design, and this widening and restoration of the Wash would facilitate future wildlife movement through the area. The actual work within the widened Bedford Wash consisted of buried rip-rap extending down to scour depth and grade stabilizing structures perpendicular to flows. The result is a less impactful design than analyzed in the Prior EIR. The widening, stabilization, and restoration of Bedford Wash has been implemented and is a current or existing condition.

Due to the disturbed condition of the site and adjacent areas, the planned widening, stabilization, and restoration improvements to Bedford Wash that enhanced the ability of the Wash to function as a wildlife corridor, the proposed the Prior EIR found development of the Approved Project would not interfere with migratory fish or wildlife species movement and would not interfere with migratory wildlife corridors, or impede the use of native wildlife nursery sites resulting in a less than significant impact and no mitigation was required.

e) Conflict with local policies or ordinances protecting biological resources

The Prior EIR did not identify any local policies or ordinances protecting biological resources that the Approved Project was in conflict with, and impacts were determined less than significant.

f) Conflict with habitat conservation plans, natural community conservation plans, or other approved habitat conservation plans

Although the Approved Project was not covered by a conservation area delineated in the MSHCP, the Prior EIR noted the Approved Project was subject to provisions of the MSHCP. The Prior EIR noted these provisions included payment of mitigation fees by project proponents, and adherence to the requirements established in the MSHCP. The Prior EIR noted the City has adopted a Local Development Mitigation Fee to assist in the acquisition and maintenance of natural ecosystems pursuant to the terms of the MSHCP and Implementing Agreement with the USFWS and the CDFW.

Compliance with provisions of the MSHCP provides full mitigation under CEQA, FESA, and CESA for impacts to the species and habitats covered by the MSHCP. Therefore, impacts associated with compatibility of the Approved Project with the MSHCP were determined to be less than significant.

Impacts Associated with the Modified 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?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The *Biological Technical Report* (BTR) prepared for the Modified Project (Carlson Strategic Land Solutions, October 2019) contained in Appendix C determined none of the four potentially occurring special status plant species were observed on the Modified Project Site and suitable habitat was absent. The BTR also determined eight of ten potentially occurring special status wildlife species were not observed on the Modified Project Site and habitat was absent. Impacts to these species are therefore considered less than significant. The Modified Project Site does contain suitable habitat for the California Horned Lark and limited habitat for the red-diamond rattlesnake. Impacts to these two species are considered significant and mitigation is required, in the same manner as identified in the Prior EIR for different special status species.

A pre-construction nesting bird survey requirement as outlined in Prior EIR Mitigation Measure 4.4.5.2B is in place to avoid impacts to nesting birds, including the California Horned Lark, that are protected under the MBTA from development on the Modified Project Site. The BTR also recommended biological monitoring during initial ground disturbances to identify and locate any red-diamond rattlesnakes within the Modified Project Site to avoid impacts to the snake species. The biological monitoring provisions will be added to Prior EIR Mitigation Measure 4.4.5.2B. The Modified Project's impacts to special status species are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. As noted previously, the Approved Project's widening, stabilization, and restoration improvements to Bedford Wash have been mostly completed and remain active. The improvements constructed and currently in place include concrete ingress and egress ramps, buried riprap slope protection, and a concrete crossing. In its improved condition, Bedford Wash exhibits biological and

physical indicators of Waters of the State and MSHCP Features through the presence of channel bed and bank, extending from top of bank to top of bank. The BTR found 0.20 acres of CDFW Waters of the State and MSHCP Features located in the southern portion of the Modified Project Site in Bedford Wash.

Two components of the Modified Project could affect the jurisdictional areas of Bedford Canyon Wash. One component is a storm drain pipe from the proposed on-site detention basin that must outlet into Bedford Wash. The Modified Project proposes to outlet the storm drain pipe with the same design as the other outlet already installed into the improved Bedford Wash channel. The storm drain pipe would outlet through a concrete structure constructed into the rip-rap lined bank of Bedford Wash, which would result in approximately 0.01 acre of modification to the rip-rap lined bank of Bedford Wash. The outlet structure would be constructed on the downstream concrete crossing to avoid impacts to the soft bottom portion of Bedford Wash. The outlet structure would not impact jurisdictional limits of Waters of the United States, but would impact Waters of the State and MSHCP Features. The proposed outlet structure is located in an area that was previously disturbed through authorization of Regulatory Permits and MSHCP Consistency Determination for the widening and restoration of Bedford Canyon Wash, and those permits remain active. No new impacts to Waters of the State or MSHCP Features would occur, and no additional Regulatory Permits or mitigation is required.

The second component of the Modified Project that could affect the jurisdictional areas of Bedford Wash would occur if Soil Import Alternative 2 is selected for importing fill soil. As described in Chapter 2.0, this alternative would involve importing soil from Planning Area 14 on the south side of Bedford Wash, crossing the Wash at the existing downstream concrete crossing, and onto the Modified Project Site. The placement of temporary soil on the concrete pad would cover an area of 0.09 acre of Waters of the State/MSHCP Features, which matches the area of the existing concrete pad crossing. No temporary soil would be placed in the soft-bottom portion of Bedford Wash. The proposed ramp is located in an area that consists of existing concrete and was previously disturbed through authorization of Regulatory Permits for the widening and restoration of Bedford Canyon Wash, and those permits remain active. No new impacts to Waters of the State or MSHCP Features would occur, and no additional Regulatory Permits or mitigation is required.

The Modified Project's impacts to State and MSHCP jurisdictional areas are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. As discussed in item b), the Approved Project's planned widening, stabilization, and restoration improvements to Bedford Wash have been mostly completed and remain active. In its improved condition, Bedford Wash exhibits biological and physical indicators of Waters of the United States through the presence of channel bed and bank, extending from top of bank to top of bank. The BTR found 0.10 acres of Waters of the United States located in the southern portion of the Modified Project Site in Bedford Wash.

As discussed in item b), two components of the Modified Project could affect the jurisdictional areas of Bedford Canyon Wash. One component is a storm drain pipe from the proposed on-site detention basin that must outlet into Bedford Wash. The storm drain pipe would outlet through a concrete structure constructed into the rip-rap lined bank of Bedford Wash, which would not impact jurisdictional limits of Waters of the United States.

As discussed in item b), the second component of the Modified Project that could affect the jurisdictional areas of Bedford Wash would occur if Soil Import Alternative 2 is selected for importing fill soil from PA 14, across Bedford Wash, and onto the Modified Project Site. The placement of temporary soil on the concrete pad would cover an area of 0.06 acres of Waters of the United States, which matches the area of the existing concrete pad crossing. No temporary soil would be placed in the soft-bottom portion of Bedford Wash. The proposed ramp is located in an area that consists of existing concrete and was previously disturbed through authorization of Regulatory Permits for the widening and restoration of Bedford Canyon Wash, and those permits remain active. No new impacts to Waters of the United States would occur, and no additional Regulatory Permits or mitigation is required. The Modified Project's impacts to Federal jurisdictional areas are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

- (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?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. Bedford Wash serves a function in local wildlife movement as a connection between the Santa Ana Mountains and Lake Matthews and across Temescal Creek. The Wash provides a connection between large areas of undeveloped land, which may be utilized for wildlife movement. With the prior implementation of the widened and restored Bedford Canyon Wash, it will continue to

provide a valuable linkage for wildlife. Implementation of the Modified Project would not impact the ability of Bedford Wash to serve as a wildlife movement corridor. No impacts to wildlife movement would result from the Modified Project.

Implementation of the Modified Project would remove vegetation that could impact nesting birds. A pre-construction nesting bird survey requirement as outlined in Prior EIR Mitigation Measure 4.4.5.2B to avoid impacts to nesting birds protected under the MBTA from development on the Modified Project Site. The Modified Project's impacts to wildlife corridors and migratory bird species are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The City does not have any local policies or ordinances that protect biological resources. Therefore, no impacts would occur, and no mitigation is necessary. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

(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?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project Site is located in the Temescal Canyon Area Plan within the MSHCP. An MSHCP Consistency Determination has been prepared for the Modified Project (Carlson Strategic Land Solutions, October 2019). As discussed previously, storm drain outlet will be installed within the buried rip-rap slope protection of Bedford Wash, with the outlet opening at the existing concrete Wash crossing. In the event Soil Import Alternative 2 is implemented, soil will be temporarily placed across the existing concrete crossing and then removed once soil import and grading operations are completed. Since the proposed outlet structure under both soil import alternatives and the temporary soil bridge included Soil Import Alternative 2 are located areas of Bedford Wash previously disturbed through authorization of Regulatory Permits and MSHCP Consistency for the widening and restoration of the Wash, no new impacts to MSHCP Riparian/Riverine Features would occur.

The Modified Project Site is located in an MSHCP defined Narrow Endemic Plants survey area (Survey Area Number 7). As concluded in item a), no special status plant species were observed on the Modified Project Site and none are expected to occur due to the lack of suitable habitat.

Implementation of the Modified Project under either soil import alternative would not impact Narrow Endemic Plants and would not conflict with an approved conservation plan.

The Modified Project Site is located in an MSHCP defined burrowing owl (BUOW) survey area, and a series of BUOW surveys were conducted per MSHCP protocol. While potentially suitable habitat exists onsite, no BUOW, suitable burrows, or signs of BUOW were observed. Since BUOW are a migratory species, a pre-construction BUOW survey is required prior to ground disturbance. A pre-construction BUOW survey requirement as outlined in Prior EIR Mitigation Measure 4.4.5.2A to avoid impacts to BUOW from development on the Modified Project Site.

The Modified Project's impacts regarding the MSHCP are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. Direct impacts to nesting birds, including the BUOW, from development of the Modified Project may occur should construction activities and vegetation removal take place during the typical nesting season, under both of the soil import alternatives. However, implementation of Prior EIR Mitigation Measures 4.4.5.2A and 4.4.5.2B as modified by the addition of BMPs recommended by the BTR will ensure impacts to special status species or their habitats are minimized, and reduce the Modified Project's contribution to cumulative impacts to less than significant.

The Modified Project's proposed storm drain pipe that would outlet into Bedford Wash and the temporary soil bridge across the Wash included in Soil Import Alternative 2 would involve impacts to the Wash and jurisdictional Waters of the State and MSHCP Features. The temporary soil bridge would be placed on an existing concrete crossing and would not impact jurisdictional areas. Since the proposed storm drain outlet is located in an area of Bedford Wash previously disturbed through authorization of Regulatory Permits and MSHCP Consistency for the widening and restoration of Bedford Canyon Wash, no new impacts to MSHCP Riparian/Riverine Features would occur.

By design, the MSHCP covers a large geographical area so that numerous special-status species and sensitive habitats are protected throughout its boundary. The MSHCP was approved to offset the cumulative negative effect future development has on the covered habitats and species. Because the MSHCP provides a regional and comprehensive approach to conservation planning, impacts to MSHCP covered habitats and species are considered less than significant if a development project is consistent with the MSHCP. Since the Modified Project has been shown to be consistent with the MSHCP, the Modified Project's contribution to cumulative impacts would be less than significant.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures, with minor edits, from the Prior EIR were found to be applicable to the Modified Project:

Biological Resources	
4.4.5.1A	<p>If grading and construction activities begin during the California gnatcatcher breeding season (February 15 through August 30), a qualified biologist shall survey all potential nesting vegetation within and adjacent to the site for nesting birds, prior to commencing vegetation removal. Surveys shall be conducted at the appropriate time of day. If no nesting birds were observed, project activities may begin. If an active bird nest is located, the nest site shall be fenced a minimum of 500 feet in all directions, and this area shall not be disturbed until after the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by the activities. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas provided the qualified biologist develops a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). This monitoring plan will be submitted to the City of Corona for approval prior to work within the buffer.</p>
4.4.5.2A	<p>Pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present shall be conducted by a qualified biologist (as determined by the City of Corona) within 30 days prior to the commencement of ground disturbing activities.</p> <p>If active burrowing owl burrows are detected during the breeding season, all work within 300 feet of any active burrow will be halted until that nesting effort is finished. The on-site biologist will review and verify compliance with these boundaries and will verify the nesting effort has finished. Work can resume when no other active burrowing owl burrows are found.</p> <p>If active burrowing owl burrows are detected outside the breeding season, then passive and/or active relocation may be approved following consultation with CDFW and/or USFWS. If owls are found to be present on site, the CDFW should be notified within three days of the detection of occupied burrows, and a project burrowing owl conservation strategy should be developed in cooperation with the CDFW, USFWS, and the Western Riverside County Regional Conservation Authority. One-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and backfilled to ensure</p>

	<p>that animals do not reenter the holes/dens.</p> <p>Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.</p>
4.4.5.2B	<p><u>A Biological Monitor shall be onsite during the initial ground disturbances to identify and locate any red-diamond rattlesnake within the PAs 11 and 12A. Should any red-diamond rattlesnake species be located within the Project site, construction and earthwork within the immediate area of the identified species shall cease to allow for the species to vacate or be relocated from the area safely. Work can resume when the species has vacated the immediate ground disturbances work area. To reduce harm to the red-diamond rattlesnake and other species in the areas being disturbed, the following best management practices shall be added to the soil import and grading plans:</u></p> <ul style="list-style-type: none">• <u>Work area limits will be defined and respected. All grading areas will have their boundaries clearly flagged or marked before Project implementation and all disturbances will be confined to the flagged areas. All key Project personnel will be instructed that their activities must be confined to locations within the flagged areas. Disturbance beyond the actual grading zone is prohibited without site-specific surveys.</u>• <u>Cleared or trimmed non-native, exotic vegetation, and woody debris will be disposed of in a legal manner at an approved disposal site.</u>• <u>Employees, contractors, and site visitors will be prohibited from collecting plants and wildlife.</u>• <u>Water pollution and erosion control plans will be developed and implemented in accordance with SWPPP requirements.</u>• <u>Access to construction sites will be via preexisting access routes.</u>• <u>Construction equipment will be properly maintained; construction employees and contractors will be trained on proper implementation and monitoring of BMPs; and procedures will be implemented to minimize the likelihood of hazardous spills and to control sediment-laden runoff.</u>• <u>Effective perimeter control BMPs to control discharge of pollutants from the Project site during construction.</u>• <u>All temporary construction-related night lighting used in onsite development areas will be shielded and/or directed downward to avoid indirect impacts to nocturnal wildlife such that night lighting could increase predation rates.</u>

	<ul style="list-style-type: none"> • <u>All construction contractors, subcontractors, and employees will comply with the litter and pollution laws and will institute a litter control/removal program during the course of construction activities to reduce the attractiveness of the area to opportunistic predators such as coyotes, opossums, and common ravens.</u> • <u>Active nests (nests with chicks or eggs) cannot be removed or disturbed. Nests may be removed or disturbed by a qualified biologist, if not active.</u> <p>The removal of potential nesting bird habitat will be conducted outside of the nesting season (February 15 to September 15August 31) to the extent feasible. If grading or site disturbance is to occur between February 15 to September 15August 31, a nesting bird survey shall be conducted by a qualified biologist (as determined by the City of Corona) within no more than five days72 hours of scheduled vegetation removal, to determine the presence of nests or nesting birds. If active nests are identified, the biologist will establish buffers around the vegetation (500 feet for raptors <u>and sensitive species</u>, 200 feet for non-raptors/non-sensitive species). All work within these buffers will be halted until the nesting effort is finished (i.e. the juveniles are surviving independent from the nest). The on-site biologist will review and verify compliance with these nesting boundaries and will verify the nesting effort has finished. Work can resume when no other active nests are found. <u>Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.).</u> Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the CDFWCity for mitigation monitoring compliance record keeping. If vegetation clearing is not completed within five days72 hours of a negative survey, the nesting survey must be repeated to confirm the absence of nesting birds.</p>
4.4.5.3A	<p>Prior to the issuance of grading permits for the affected jurisdictional areas, the project applicant shall provide evidence to the City that a Section 404 Permit from the USACE, a Section 401 Permit from the RWQCB, and a Section 1602 Streambed Alteration Agreement from the CDFW have been obtained for impacts to jurisdictional waters in the project site.</p>
4.4.5.3B	<p>Prior to the issuance of grading permits for the affected jurisdictional areas, a Determination of Biological Superior or Equivalent Preservation (DBESP) shall be submitted to the Riverside Conservation Authority (RCA) identifying potential impacts to riparian/riverine areas, discussing why avoidance of impacts to riparian/riverine areas was not feasible, and identifying compensation for the loss of riparian/riverine areas.</p>

4.4.5.3C	The Applicant shall mitigate for the permanent loss of USACE and CDFW jurisdictional and MSHCP riparian/riverine resources on site at a 2:1 ratio. Mitigation may occur on-site within Bedford Canyon Wash or one of its tributaries; mitigation may occur through applicant-sponsored mitigation at an off-site location within the MSHCP boundaries: or mitigation may occur through purchase of credits at an approved mitigation bank or in-lieu fee program such as the Santa Ana Watershed Association (SAWA) In-Lieu Fee Wetland Creation Program or equivalent, if available.
4.4.5.3D	Following the completion of grading, all of USACE and CDFW jurisdictional areas that will be temporarily impacted shall be restored using native vegetation.
4.4.5.3E	For Bedford Canyon Wash design options 2 and 3, it is anticipated that periodic maintenance may be necessary within the soft bottom channel/Bedford Canyon Wash, such as trash and invasive species removal; riprap and grade control structure repair; therefore, an Operations and Maintenance Manual or Long-Term Management Plan shall be prepared, subject to the approval of the Resource Agencies, which will identify the appropriate methods and timing regarding the maintenance of the restored wash.

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3.4.5 Cultural Resources

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resources as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site of unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Impact historic resources

The Prior EIR concluded no resources, structures, or features were located within the Approved Project boundaries. Consequently, the Prior EIR concluded the Approved Project would not impact historic resources.

b) Impact archaeological resources

Based on the results of literature review and field surveys, the Prior EIR concluded the Approved Project did not contain archaeological or cultural resources and the probability of such resources being unearthed during Approved Project construction was very low. However, during separate SB 18 consultations with the Pechanga and Soboba Tribes, the Tribes requested that Native American monitors be present on site during all clearing, rough grading, and excavation activities due to the potential for such activities to unearth ancient remains and related artifacts from sacred burial sites. In order to ensure that cultural resources were identified during earthmoving activities, the Prior EIR included mitigation requiring the project Applicant retain a qualified archaeologist to direct an archaeological monitoring program during project construction. While the possibility of finding archaeological resources within the AHSP boundary was very remote, grading of the Approved Project could have uncovered previously undetected subsurface archaeological resources which resulted in a significant impact and mitigation in the form of monitoring was prescribed. The monitoring would be directed by a qualified archaeologist with assistance from Native American monitors. The Prior EIR concluded less than significant impacts with mitigation.

c) Impact paleontological resources

The Prior EIR found the Approved Project includes a high paleontological sensitivity area, indicating fossils are likely at or below four feet below ground surface. Since the possibility of discovering paleontological resources within the AHSP boundary was high, the Approved Project could have resulted in the discovery of previously undetected subsurface resources resulting in a significant impact. Mitigation in the form of paleontological monitoring conducted by a qualified paleontologist was prescribed. The Prior EIR concluded less than significant impacts with implementation of mitigation.

d) Impact human remains

The Prior EIR noted the AHSP boundary encompassed undeveloped land that exhibited no evidence suggesting the area had been utilized in the past for human burials. The Prior EIR noted compliance with State Health and Safety Code 7050.5 dictated procedures to be followed should human remains be discovered during grading or construction activities. These existing requirements were imposed on any construction activity in which human remains are detected. Compliance with State law would have

ensured that impacts related to the discovery of buried human remains would be less than significant and no mitigation was required.

Impacts Associated with the Modified Project

- (a) **Cause a substantial adverse change in the significance of a historical resources as defined in §15064.5?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. Cultural and Paleontological Resources Assessments (Duke Cultural Resources Management, August and November 2019) was prepared for the Modified Project and are included as Appendix D to SEIR No. 2. The cultural resource record search did not reveal any cultural resources on the Modified Project Site. However, seventeen previously recorded cultural resources were identified within one-mile buffer of the Modified Project Site, none associated with historic structures. The field survey confirmed the Modified Project Site contains no historic structures or evidence of prior historic structures.

The Modified Project would extend the AHSP boundary to the east. The cultural resources study determined development of the Modified Project Site would have no impact on historic resources because the Modified Project Site is vacant, and no historic resources are present. The Modified Project's impacts to historic resources are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

- (b) **Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The cultural and paleontological resources assessment prepared for the Modified Project Site included background research and field survey to identify cultural resources. The cultural resources record search did not reveal any cultural resources within the Modified Project Site but did note seventeen previously recorded cultural resources located within a one-mile. The field survey identified one isolated prehistoric artifact, a trifacial granite mano/shaping tool, within the southeast portion of the Modified Project Site west of Bedford wash, in the area of the proposed detention basin. In addition to the prehistoric isolated artifact observed during the field survey, five artifacts and one potential archaeological feature were observed in 2018 during construction monitoring within the Approved Project. Based on the prehistoric isolated artifact observed on the Modified Project Site and the resources observed previously during grading of the Approved Project, development of the Modified Project may unearth previously undiscovered historic and pre-historic archaeological resources resulting in a significant impact requiring mitigation. An archaeological monitoring requirement to be directed by a qualified archaeological monitor during project earthmoving activities is outlined in Prior

EIR Mitigation Measure 4.5.6.1A. The measure includes preparation of an Archaeological Resources Mitigation Monitoring Plan and assistance by Native American monitors.

In accordance with SB 18 and AB 52, invitations to consult were distributed to Native American tribes in October 2019. Four tribes (Gabrieleno, November 5, 2019; Rincon, November 20, 2019; Pechanga, November 27, 2019; Soboba, December 7, 2019) requested formal consultation. It is worth noting the City consulted with the Pechanga and Soboba Tribes on the original SP approval and all prior amendments. As a result of the original consultations and mitigation measures, the two Tribes shared tribal monitoring duties during all rough grading activities that took place on the Approved Project site as part of Phase 1 construction of Arantine Hills including the approximately 10-acre portion of the proposed 21.7-acre Bedford Marketplace site that was previously graded.

The current status of tribal consultation is the following:

- Gabrieleno – Completed February 18, 2020;
- Rincon – Completed as of January 29, 2020;
- Pechanga – Completed as of January 31, 2020; and
- Soboba – Completed February 3, 2020.

As a result of these consultations, the Rincon, Pechanga, and Soboba Tribes have agreed with the language of Prior EIR Mitigation Measures 4.5.6.1A through 4.5.6.1D, as modified to reflect the Planning Area naming changes proposed as part of the Modified Project (i.e., AHSP Amendment No. 3). The Gabrieleno and Rincon Tribes request that their standard mitigation language be incorporated into this SEIR. The Pechanga and Soboba Tribes have already agreed to the mitigation measures from the Prior EIR, both Tribes have been consulted with regarding the Approved Project since its inception, and both Tribes were actively involved as tribal monitors during rough grading of approximately 10 of the 21.7-acre Bedford Marketplace site. For these reasons, Prior EIR Mitigation Measures 4.5.6.1A through 4.5.6.1D will remain as shown at the end of this section.

Soil Import Alternative 2 involves the excavation of soil in PA 14 and hauling the soil across a temporary soil bridge across Bedford Wash on the existing concrete crossing to the Modified Project Site (revised PA 11 and a portion of new PA 12A). PA 14 was graded previously as part of the Approved Project and is currently a rough graded pad at the established elevation. As part of the previous grading operations, PA 14 was over-excavated approximately 5 to 7 feet below the current elevation. These soils were removed, blended, replaced, and compacted to 90%. Under Soil Import Alternative 2, soil would be removed from PA 14 to a depth approximately 13 feet below the current pad elevation. This will require the excavation of 5 to 7 feet below the new pad elevation, disturbing the underlying native soils with a very low probability, but nonetheless a potential, for containing

tribal cultural resources. This is considered a significant impact and mitigation is required. As noted above, the Prior EIR includes Mitigation Measure 4.5.6.1A requiring archaeological monitoring. The measure will be revised to include monitoring within the Modified Project Site (PAs 11 and 12A) and within the Approved Project (PA 14) to mitigate potential impacts should Soil Import Alternative 2 be implemented.

The Modified Project's impacts to archeological resources are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

Research conducted as part of the cultural and paleontological resources assessment prepared for the Modified Project Site found multiple fossil localities documented in the Modified Project vicinity. As documented in the Prior EIR, there is a high sensitivity for paleontological resources within the Modified Project Site. Deposits of high paleontological sensitivity may be encountered in native soils during deep excavation in the northwest portion of the Modified Project Site (PA 11) and in ground disturbances at the surface of the southeast portion of the Modified Project Site (PA 12A). This ground disturbance would have the potential to unearth and impact unique paleontological resources resulting in a significant impact requiring mitigation. An archaeological monitoring requirement to be directed by a qualified archaeological monitor during project earthmoving activities is outlined in Prior EIR Mitigation Measures 4.5.6.2A, B, and C. The measures include preparation of a Paleontological Resource Impact Mitigation Program (PRIMP), presence of a paleontological monitor during earthmoving activities, and a treatment process/plan to be implemented if paleontological resources are unearthed.

Soil Import Alternative 2 involves the excavation of soil in PA 14 and hauling the soil across a temporary soil bridge across Bedford Wash on the existing concrete crossing and to the Modified Project Site (revised PA 11 and a portion of new PA 12A). PA 14 was graded previously as part of the Approved Project and is currently a rough graded pad at the established elevation. As part of the previous grading operations, PA 14 was over-excavated approximately 5 to 7 feet below the current elevation. These soils were removed, blended, replaced, and compacted to 90%. Under Soil Import Alternative 2, soil would be removed from PA 14 to a depth approximately 13 feet below the current pad elevation. This will require the excavation of 5 to 7 feet below the new pad elevation, disturbing the underlying native soils with a very low but nonetheless a potential for containing paleontological resources. This is considered a significant impact and mitigation is required. As noted above, the Prior EIR includes Mitigation Measures 4.5.6.2A, B, and C that will result in preparation of a PRIMP,

presence of a paleontological monitor during earthmoving activities, and a treatment process/plan to be implemented if paleontological resources are unearthed requiring archaeological monitoring. The measure will be revised to include monitoring within the Modified Project Site (PAs 11 and 12A) and within the Approved Project (PA 14) to mitigate potential impacts should Soil Import Alternative 2 be implemented.

The Modified Project's impacts to paleontological resources are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The cultural and paleontological resources assessment prepared for the Modified Project confirmed there is no evidence suggesting the Modified Project Site has been utilized in the past for human burials. The assessment noted existing regulations are in place dictating procedures should human remains be discovered during grading or construction activities within the area, per State Health and Safety Code 7050.5. These procedures were also noted in the Prior EIR. The Modified Project's impact regarding disturbances to human remains is consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. Although the Modified Project would expand the AHSP boundary, project-specific impacts to cultural resources were determined to be the same as found in the Prior EIR. The Prior EIR found potential impacts associated with human remains would be reduced to a less than significant level through adherence to existing State law. There are no other development projects that would, in combination with the proposed project, result in any significant cumulative impacts to historical, archaeological, paleontological resources, or human remains. The Modified Project, in a similar manner as the Approved Project and other projects within the City, would be required to adhere to similar mitigation measures that would reduce the potential for any individual or cumulative impacts. Therefore, the level of impact (less than significant with mitigation) remains the same as the level cited in the Prior EIR. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures, with minor edits, from the Prior EIR were found to be applicable to the Modified Project:

Cultural Resources	
4.5.6.1A	<p>The applicant shall retain a qualified archaeological monitor who shall prepare an Archaeological Resources Mitigation Monitoring Plan in consultation with the Native American Tribe. The qualified archaeological monitor shall attend all pre-grading meetings to inform the grading and excavation contractors of the archaeological resources mitigation program and shall instruct them with respect to its implementation. The qualified archaeological monitor shall be on site at all times during the initial phases of clearing and rough grading <u>in the Modified Project Site (PAs 11 and 12A) and Approved Project (PA 14) if Soil Import Alternative 2 is implemented</u> to inspect cuts for archaeological and cultural resources. If such resources are discovered, and are in danger of loss and/or destruction, the qualified archaeological monitor shall recover them. In instances where recovery requires an extended salvage time, the qualified archaeological monitor shall be allowed to temporarily direct, divert or halt grading to allow recovery of resource(s) in a timely manner. Recovered archaeological resources, along with copies of pertinent field notes, photographs, and maps, shall be deposited in a certified curation facility that meets the standards of the California Office of Historic Preservation. The resources shall be recorded in the California Archaeological Inventory Database. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities.</p>
4.5.6.1B	<p>All grading, excavation, and ground-breaking activities shall be monitored by a qualified tribal monitor(s). The project applicant shall pay all fees associated with such tribal monitors(s) and shall contact the Native American Tribe at least 30 days before pulling grading permits from the City. In the event of the discovery of Native American burial(s), the qualified tribal monitor(s) will have the authority to temporarily stop and redirect grading activities, in consensus with the archaeological monitor. The tribal monitor(s) shall attend all pre-grading meetings to assist the archaeological monitor with informing the grading and excavation contractors of the archaeological resources mitigation program and instruct them with respect to its implementation. The qualified tribal monitor shall be on site at all times during clearing and rough grading to inspect cuts for archaeological and cultural resources.</p>
4.5.6.1C	<p>The developer shall enter into a Treatment and Disposition Agreement with the appropriate Native American Tribe(s) prior to the issuance of a grading permit. The Treatment and Disposition Agreement shall identify the treatment of cultural items (artifacts) and the treatment and the disposition of human remains.</p>

4.5.6.1D	Unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and is not subject to public disclosure requirements of the California Public Records Act, pursuant to the specific exemption set forth in California Government Code Section 6254(r).
4.5.6.2A	Prior to the issuance of grading permits, the project proponent shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision of a trained paleontological monitor during on-site soil disturbance activities on the north and south sides <u>side</u> of Bedford Wash within the Modified Project Site (<u>revised PA 11 and new PA 12</u> APAs 16 and 17) <u>and Approved Project (PA 14) if Soil Import Alternative 2 is implemented</u> boundary . The monitoring for paleontological resources shall be conducted on a full-time basis during the rough-grading phases of the Modified Project Site within native soils that have the potential to harbor paleontological resources.
4.5.6.2B	The paleontological monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples of soil shall be collected and processed to recover micro-vertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains.
4.5.6.2C	<p>If paleontological resources are unearthed or discovered during excavation of the AHSP, the following recovery processes shall apply:</p> <ul style="list-style-type: none"> • Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques. • All fossils collected during the project shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens. • A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared. • All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage.

3.4.6 Geology and Soils

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) (i) Expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) (ii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) (iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) (iv) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) (i) Risk from rupture of Alquist-Priolo designated earthquake fault

The Prior EIR acknowledged the Approved Project is located in a seismically active region, but found the AHSP boundary would not have resulted in the development of structures within an Alquist Priolo Earthquake Fault Zone. The nearest known active earthquake fault was identified as the Elsinore Fault Zone located approximately 0.5 mile southwest of the Approved Project. In the absence of an active fault located on site, the Prior EIR concluded no fault rupture hazard would have occurred and no mitigation was required.

a) (ii) Risk from strong seismic ground shaking

The Prior EIR acknowledged ground shaking resulting from activity on local faults would have been felt within the Approved Project area during a seismic event. The Prior EIR noted all future construction and development resulting from implementation of the Approved Project would be required to comply with applicable provisions of the most recent adopted version of the California Building Code (CBC) and the City's Municipal Code. These codes and regulations detail specific measures regarding structural, mechanical, electrical, and plumbing construction practices including seismic design parameters to minimize the risk of loss, injury, or death resulting from strong ground shaking.

The Prior EIR also noted State law prohibits the placement of habitable structures within 50 feet of an active fault. Adherence to the CBC and the Municipal Code, which is required of all construction within the City, would reduce potential impacts associated with this issue to a less than significant level. These provisions along with project-specific geotechnical recommendations from the Approved Project's geotechnical and soil studies were required by Prior EIR Mitigation Measures 4.6.6 A through F and 4.6.6.2A. The Prior EIR concluded a less than significant impact from strong seismic ground shaking would occur with implementation of these measures.

a) (iii) Risk from seismic-related ground failure, including liquefaction

Subsidence and Seismic Settlement. The Prior EIR noted land subsidence had been identified in the Chino region and the most northerly portion of the City. These subsidence events resulted from pumping drawdown of the regional groundwater table. The Prior EIR noted there were no signs of subsidence in the City south of the Prado Flood Control Basin, which had experienced significant regional subsidence. Since the AHSP boundary is located southeast of the Prado Flood Control Basin area, which had not shown indications of subsidence, impacts associated with this issue were considered to be less than significant and no mitigation was required.

The Prior EIR found the Approved Project did not include any activity known to cause subsidence-related damage (e.g., oil, gas, or groundwater extraction). The Prior EIR found AHSP boundary was underlain by relatively dense alluvial and dense sedimentary bedrock materials that have a low potential for subsidence or settlement, and therefore impacts were considered less than significant and no mitigation was required.

Liquefaction. The Prior EIR identified areas with a high potential for liquefaction, including the Prado Basin and adjacent areas in the northwestern portion of the City. Areas in the City with a low potential for liquefaction occurred in generally north–south running bands in the western, central, and southeastern portions of the City, with an east–west running band across the northern portion of the City. The Prior EIR found impacts associated with liquefaction to be less than significant because the Approved Project was located in an area with low liquefaction potential, was underlain by soils not susceptible to liquefaction, and did not contain high groundwater levels that contribute to liquefaction. No mitigation was required.

a) (iv) Risk from landslides

The Prior EIR acknowledged the potential for earthquake-induced landslides exist on the City’s hillside terrain. The Prior EIR noted the majority of the Approved Project encompasses relatively flat land, and no areas of landsliding or mass movement had been observed in the flatter portions of the site. The Prior EIR noted the presence of near vertical cliffs were found along portions of the lower-lying Bedford Wash and small landslides had been observed along the southern wall of the northern bluff. Larger landslides were observed within the southeastern and southwestern portions of the site on the steep cliffs. Other than the landslides within the steep bluffs, landslides generally did not exist within the Approved Project. Landslides observed were mostly smaller surficial failures associated with erosion of the steep bluffs. The Prior EIR concluded the presence of those landslides indicated the potential for future landsliding to occur resulting in a significant impact and Mitigation Measures 4.6.6.1C and 4.6.6.1D were prescribed, which reduced impacts to less than significant.

b) Substantial soil erosion or loss of topsoil

The Prior EIR noted all large development projects within the City are required to obtain coverage under the National Pollution Discharge Elimination System (NPDES) General Construction Permit. One of the requirements of the NPDES General Construction permit is to implement Best Management Practices (BMPs) that would control erosion and runoff generated from construction activities. The Prior EIR concluded impacts from soil erosion and loss of topsoil to be less than significant through compliance with the existing construction regulations of NPDES General Construction Permit. Since the NPDES General Construction Permit requires erosion control measures during construction activities, potential erosion impacts were determined to be less than significant and no mitigation was required.

c) Located on unstable geologic unit or soil, result in landslide, lateral spreading, subsidence, liquefaction or collapse

The Prior EIR addressed the issues of landslides, subsidence, and liquefaction as summarized in items a) iii and a) iv above. As stated above, the Prior EIR found impacts associated with these issues to be less than significant with implementation of mitigation.

d) Located on expansive soil

The Prior EIR concluded one area within the Approved Project contained soils classified as clayey fines, considered to have a medium expansion potential. The Prior EIR concluded impacts from expansive soils were considered potentially significant, and prescribed Mitigation Measure 4.6.6.2A.

e) Incapable of supporting septic tanks or alternative waste water disposal systems

The Approved Project included the construction of habitable structures that would connect to existing wastewater facilities owned and operated by the City. Therefore, septic tanks were not proposed for the Approved Project. Because the Approved Project does not include the installation of septic tanks or alternative wastewater disposal systems, the Prior EIR concluded no impacts would occur and no mitigation was required.

Impacts Associated with the Modified Project

(a) (i) Would the project expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42.

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. A *Preliminary Geotechnical Evaluation* (LGC Geotechnical, July 2019) was prepared for the Modified Project and is included as Appendix E to SEIR No. 2. The evaluation confirmed the Modified Project Site is not located within an Alquist-Priolo Earthquake Fault Act Zone, and no active faults are known to cross the site. Therefore, the evaluation concluded the possibility of damage due to ground rupture is considered low. For this reason, the Modified Project will not be exposed to fault rupture hazard impacts and no mitigation is required. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

- (a) (ii) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The geotechnical evaluation for the Modified Project noted there are secondary effects resulting from seismic shaking during large earthquakes on the major faults in the region, and these events may affect the Modified Project Site. These effects include ground lurching and shallow ground rupture, soil liquefaction, and dynamic settlement. The geotechnical evaluation notes these secondary effects exist throughout the Southern California region and are dependent on the proximity to the fault and onsite geology. The closest major active faults that could produce these secondary effects include the Elsinore, San Jacinto, and San Andreas Faults, among others. A detailed discussion of the secondary effects is contained in the geotechnical evaluation. The geotechnical evaluation provides recommendations regarding soil treatment, building foundations, and building construction in the same manner as Prior EIR Mitigation Measures 4.6.6A through F and 4.6.6.2A. The Modified Project's association with strong seismic ground shaking is consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

- (a) (iii) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The geotechnical evaluation noted the main seismic hazard that may affect the Modified Project Site is ground shaking from one of the active regional faults and therefore the Modified Project Site will likely experience strong seismic ground shaking during its design life. This is a significant impact and mitigation is required. To mitigate impacts to structures, the geotechnical evaluation provides recommendations regarding soil treatment, building foundations, and building construction in the same manner as Prior EIR Mitigation Measures 4.6.6.1A through 4.6.6.1F and 4.6.6.2A. The Modified Project's impacts associated with seismic related ground failure are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

Based on the lack of shallow groundwater (greater than 65 feet below ground surface) and geotechnical conditions subsequent to rough grading (compacted artificial fill overlying dense alluvium), the geotechnical evaluation concluded the potential for liquefaction to impact the Modified Project Site is considered very low. Impacts associated with liquefaction are considered less than significant, and no mitigation is required. The Modified Project's impacts regarding liquefaction are

consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

- (a) (iv) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. Based on review of readily available geologic resources and field observations, the geotechnical evaluation found landslides do not exist on the Modified Project Site or in the immediate vicinity. Topographically, the geotechnical evaluation notes the site is relatively flat-lying and is therefore not susceptible to landslides, seismically-induced landslides, debris flows, rock falls, etc. The Modified Project's impacts regarding landslides is less than significant and no mitigation is required. The Modified Project's impacts regarding landslides are reduced (less than significant) in comparison to the Approved Project (less than significant with mitigation). This topic will not be evaluated further in this SEIR.

- (b) **Would the project result in substantial soil erosion or the loss of topsoil?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The project Applicant will be required to obtain coverage under the NPDES General Construction Permit that will result in the implementation of BMPs that would control soil erosion and stormwater runoff generated from construction activities. Through compliance with the existing construction regulations of the NPDES General Construction Permit, the Modified Project's impacts from soil erosion or the loss of topsoil would be less than significant and no mitigation is required. The Modified Project's impacts regarding soil erosion and the loss of topsoil are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

- (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?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The issues of landslides, subsidence, and liquefaction for the Modified Project Site are summarized in items (a) iii and (a) iv above. As stated previously, impacts associated with these issues are less than significant with implementation of mitigation, and consistent with the impacts identified in the Prior EIR.

Soil Import Alternative 2 involves the excavation of soil in PA 14 and hauling the soil across a temporary soil bridge across Bedford Wash on the existing concrete crossing and to the Modified Project Site (revised PA 11 and a portion of new PA 12A). PA 14 was graded previously as part of

the Approved Project and is currently a rough graded pad at the established elevation. As part of the previous grading operations, PA 14 was over-excavated approximately 5 to 7 feet below the current elevation. These soils were removed, blended, replaced, and compacted to 90%. Under Soil Import Alternative 2, soil would be removed from PA 14 to a depth approximately 13 feet below the current pad elevation.

Even though the grading of PA 14 was analyzed in the Prior EIR, the re-grading of PA 14 associated with Soil Import Alternative 2 was evaluated for potential geotechnical impacts. As specified in Appendix E (*Preliminary Geotechnical Recommendations Regarding the Updated Mass Grading Plan and Haul Route Study Phase 2b*, LGC Geotechnical, August 30, 2019), the lowering of PA 14 is geotechnically feasible with the incorporation of recommended measures. Those measures require excavation of 5 to 7 feet below the new pad elevation, extension of the previously constructed keyway, and stabilization of the ramp from PA 15 to Bedford Wash, which will serve as the haul route. All of the proposed measures are similar and consistent with the recommendations included in Prior EIR Mitigation Measures 4.6.6.1B through 4.6.6.1F and 4.6.6.2A.

With incorporation of mitigation measures, impacts would remain less than significant. The Modified Project's impacts associated with unstable soils are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The geotechnical investigation determined the Modified Project Site contains soils with "Very Low" to "Medium" expansion potential. Final design of soil preparation procedures and building foundations must be determined after completion of grading operations. To mitigate impacts to structures, the geotechnical evaluation provides recommendations regarding soil treatment, building foundations, and building construction in the same manner as Prior EIR Mitigation Measures 4.6.6.1A through 4.6.6.1F and 4.6.6.2A. The Modified Project's impacts associated with expansive soils are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

(e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project includes connections to the City's sewer system owned and operated

by the City. Septic tanks or alternative waste water disposal systems will not be constructed as part of the Modified Project, resulting in no impact. The Modified Project’s impact regarding Septic tanks or alternative waste water disposal systems is consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. The Modified Project will expand the AHSP boundary and expose new areas to geologic hazards not previously analyzed in the Prior EIR. However, the Modified Project will be required to adhere to applicable State regulations, CBC standards, and the design and siting standards required by the City, as well as the geologic hazard recommendations contained in the geotechnical evaluation prepared for the Modified Project. All cumulative projects would also be required to adhere to applicable regulations related to geologic and soils hazards. Therefore, a less than significant cumulative impact would occur with implementation of the Modified Project. The level of impact (less than significant with mitigation) remains the same as the level cited in the Prior EIR. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures, with minor edits to reflect updated recommendations contained in the geotechnical evaluation prepared for the Modified Project, from the Prior EIR were found to be applicable to the Modified Project:

Geology and Soils	
4.6.6.1A	<p><u>Prior to the grading of areas to receive structural fill or engineered structures, these areas should be cleared of surface obstructions and unsuitable material (such as undocumented fill, colluvium, and topsoil). Vegetation and debris should be removed and properly disposed of offsite. Holes resulting from the removal of buried obstructions, which extend below proposed removal bottoms, should be replaced with suitable compacted fill material.</u> Prior to the initiation of any on-site construction, the project contractor shall remove all loose, compressible alluvial and fill materials from areas to receive engineered compact fill. Actual depths of removal shall be verified during future site specific preliminary soils investigations and ultimately during the grading operation by observation and in place density testing.</p>

4.6.6.1B

Onsite Soils/Unsuitable. All unsuitable and potentially compressible materials not removed by design cuts shall be excavated to competent materials and replaced with compacted fill soils. This includes all existing undocumented artificial fill, residual soil, and upper portions of the previously placed compacted fill within PA 11 and alluvial deposits. Specific procedures by soil type are summarized below.

Previously Placed Artificial Fill: The previously placed compacted fill within PA 11 are considered suitable to support proposed structures and/or additional fill placement. The upper 1-foot of the previously placed fill soils shall be removed and replaced with compacted fill soils in order to remove any weathered or desiccated materials.

Alluvial Deposits: Alluvial deposits are generally located within the Modified Project Site. The upper approximately 5 feet of the alluvial deposits is loose, weathered, and/or desiccated and shall be removed and replaced with compacted artificial fill soils. Removal depths are estimated to range between approximately 1 to 5 feet below existing grade. Localized areas of deeper removals should be anticipated during grading. Removal bottoms should be extended laterally in order to support a 1:1 (horizontal to vertical) projection away from proposed structures or improvements. The actual depths and lateral extents of removals will be determined by the geotechnical consultant during grading based on the actual subsurface conditions encountered.

Several methods shall be utilized in determining the suitability of the material observed in the removal bottom excavations. Observation of material, proof rolling, probing, and occasional field density testing of the removal bottoms shall be performed by a field technician and/or field geologist to verify removal bottom suitability. When field density test data is utilized for the approval of a removal bottom, an in-place relative compaction of 85 percent or greater and/or a degree of saturation of 85 percent or greater will be considered suitable.

Onsite Soils/Over-Excavation. In order to provide a uniform fill blanket beneath proposed structures, design cut and cut/fill transition pads shall be over-excavated a minimum of 3 feet below ultimate finish pad grade based on the future rough grading design. A maximum 3:1 differential fill thickness underneath individual lots shall be maintained in order to reduce the potential for future differential settlement. Over-excavation shall extend laterally a minimum of 5 feet beyond proposed building footprints.

Streets in design cut areas shall be over-excavated a minimum of 2 feet below design

subgrade elevations. In addition, retaining wall footings located on cut or a cut/fill transition should be over-excavated a minimum of 2 feet below and 2 feet beyond the edges of the proposed footings.

Utility excavations may be completed utilizing typical heavy machinery. The native soils at the site are generally uncemented alluvial soils (Class “C” per Cal OSHA) and are anticipated to be unstable when excavated vertically. At the owner’s discretion the streets could be over-excavated, such that utility trenches will then be excavated through compacted fill soils. If desired, it is recommended that the street over-excavation extend approximately 2-foot below the lowest utility.

Over-excavations/undercuts must be confirmed and mapped by the geotechnical consultant prior to subsequent fill placement. The actual depth and lateral extents of over-excavation should be determined by the geotechnical consultant during grading based on the actual subsurface conditions encountered. Estimated removals in the previously graded portin of PA 11 may extend deeper than the recommended over-excavation in order to remove unsuitable materials.

Removal Bottoms and Subgrade Preparation. Removal bottoms, over-excavation bottoms, and areas to receive compacted fill shall be scarified to a minimum depth of 6 to 8 inches, brought to a near-optimum moisture condition (generally within optimum and 2 percent above optimum moisture content) and re-compacted per project requirements. Removal bottoms, over-excavation/undercut bottoms, and areas to receive fill shall be observed and accepted by the geotechnical consultant prior to fill placement.

Temporary Excavations. Temporary excavations shall be performed in accordance with project plans, specifications, and applicable Occupational Safety and Health Administration (OSHA) requirements. Excavations shall be laid back or shored in accordance with OSHA requirements before personnel or equipment are allowed to enter. The majority of site alluvial soils are anticipated to be OSHA Type “C” soils. Soil conditions shall be regularly evaluated during construction to verify conditions are as anticipated. The contractor shall be responsible for providing the “competent person” required by OSHA standards to evaluate the soil conditions. Close coordination with the geotechnical consultant shall be maintained to facilitate construction while providing safe excavations. Excavation safety is the sole responsibility of the contractor.

Vehicular traffic, stockpiles, and equipment storage shall be set back from the perimeter of excavations a minimum distance equivalent to a 1:1 projection from the bottom of the excavation or 5 feet, whichever is greater. Once an excavation has been initiated, it shall

	<p><u>be backfilled as soon as practical. Prolonged exposure of temporary excavations may result in some localized instability. Excavations shall be planned so that they are not initiated without sufficient time to shore/fill them prior to weekends, holidays, or forecasted rain.</u></p> <p>All on-site soils shall provide adequate quality fill material provided they are free from organic matter and other deleterious materials. Rock or similar irreducible material with a maximum dimension greater than six inches shall not be buried or placed in fills. However, oversized materials, with a maximum dimension greater than 8 inches, may be placed in fills or buried on site in accordance with recommendations proved by the geotechnical engineer during grading. Oversized material may be stockpiled for landscaping purposes or placed in a rock disposal area as approved by the project owner, developer, geotechnical engineer, and City. Import fill shall be inorganic, non-expansive granular soils free from rocks or lumps greater than six inches in maximum dimension. Sources for import fill shall be approved by the project geotechnical engineer prior to their use. Fill shall be spread in maximum eight inch uniform loose lifts; each lift brought to near optimum moisture content, and compacted to a relative compaction of at least 90 percent in accordance with ASTM D 1557.</p>
4.6.6.1C	<p><u>Stabilization fills shall be constructed on proposed cut slopes over 5 feet in height in accordance with the detail provided in Appendix D. Keyway widths shall be a minimum of 15 feet wide. Keyways shall be a minimum of 2 feet deep, determined from the lowest toe-of-slope elevation, and tilted back towards the heel a minimum 2 percent or 1-foot (whichever is greater).</u></p> <p><u>Stabilization fill backcuts shall be excavated so that at least a minimum 15-foot fill width is maintained for the entire height of the stability fill slope. In general, backcuts shall be excavated at a maximum 1.5:1 (horizontal to vertical) inclination. Properly outletted back drains shall be constructed along stabilization fill backcuts in accordance with SEIR Appendix E in the Geotechnical Evaluation, General Earthwork and Grading Specifications for Rough Grading. Flatter backcut inclinations may be required based on observed conditions during grading. The backcuts should not be initiated prior to forecasted rain or be left open for extended periods of time.</u></p> <p><u>Backcuts and keyway excavations must be geologically mapped by the geotechnical consultant during excavation to confirm the anticipated conditions. If adverse conditions are exposed, additional analysis and/or remediation measures may be required. The grading contractor must trim the backcuts with a slope board to remove loose material to</u></p>

	<p><u>allow for confirmational mapping. Updated and/or revised geotechnical recommendations may be required based on observed conditions.</u></p> <p>Cut and fill slopes shall be planned at gradients no steeper than two horizontal to one vertical. Additional information regarding any proposed cut slopes and the existing natural slope stability should be addressed within the site specific preliminary soils investigations when grading/development plans are made available for the specific tracts/development areas.</p>
4.6.6.1D	<p><u>Design fill slopes are anticipated to be both grossly and surficially stable as designed provided they are constructed in accordance with SEIR Appendix E in the Geotechnical Evaluation, General Earthwork and Grading Specifications for Rough Grading and properly maintained subsequent to construction. Fill slopes shall be constructed with a maximum slope ratio of 2:1 (horizontal to vertical). Slope faces shall also be compacted to project recommendations. To improve surficial stability, vegetation specified by the landscape architect shall be established on the slope face as soon as it is practical.</u></p> <p>Where fills are to be placed against existing slopes steeper than five horizontal to one vertical, the fill shall be properly keyed and benched into competent native materials. The key, constructed across the toe of the slope, shall be a minimum of 12 to 15 feet wide, a minimum of two feet deep at the toe, and sloped back at 2 percent. Benches shall be constructed at approximately two to four feet vertical intervals.</p>
4.6.6.1E	<p><u>Graded slopes shall be planted with groundcover vegetation as soon as practical to protect against erosion by reducing runoff velocity. Deep-rooted vegetation that requires little water and is able to survive local climate conditions shall also be established to protect against surficial slumping. Under no circumstances shall slopes be allowed to be bare of vegetation. Landscape vegetation must not be “trimmed” to root structures leaving no protection of the slopes. Irrigation levels shall be kept to the minimum level necessary to establish healthy plant growth. Slopes must not be overwatered. If automatic sprinklers are used, they must be adjusted during periods of rainfall. A landscape professional must be consulted for landscape recommendations.</u></p> <p><u>A program for the elimination of burrowing animals in both native and graded slope areas must be established to protect slope stability by reducing the potential for surface water to penetrate into the slope face. Continuous erosion control, rodent control, and maintenance are essential to the long-term stability of all slopes. Trenches excavated on a slope face for</u></p>

	<p><u>utility or irrigation lines and/or for any purpose must be properly backfilled and compacted to project recommendations to the slope face. Observation/testing and acceptance by the geotechnical consultant during trench backfill are recommended. V-ditches shall be inspected and cleared of loose soil and/or debris on a routine basis, especially prior to and during the rainy season.</u></p> <p>Slopes at the project site shall be planted with a deep rooted groundcover as soon as possible after completion. The use of succulent ground covers such as ice plant or sedum is not recommended. If watering is necessary to sustain plant growth on slopes, then the watering operation shall be monitored to ensure proper operation of the irrigation system and to prevent overwatering.</p>
4.6.6.1F	Prior to the initiation of any on-site construction, evidence shall be submitted to the City for review and approval that on-site development has incorporated the design and siting recommendations detailed in the site-specific Geotechnical <u>Evaluation</u> investigation .
4.6.6.2A	On-site soils and any imported soils for individual tracts/development areas shall be evaluated for their expansion potential prior to grading and ultimately following completion of the grading operation. The evaluation shall determine and identify specialized construction procedures to specifically resist expansive soil activity in accordance with the CBC and/or applicable local ordinances.

3.4.7 Greenhouse Gas Emissions

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Generate significant greenhouse gas emissions

The Prior EIR calculated greenhouse gas (GHG) emissions for the Approved Project, and prescribed Mitigation Measures 4.3.6.4A, 4.3.6.4B, 4.7.6.1A, and 4.7.6.1B to reduce GHG emissions from the Approved Project. The GHG methodology employed at the time was to reduce business as usual (BAU) emissions by 25 percent. With implementation of mitigation, the Prior EIR found GHG emissions would be reduced by 31.5 percent less than the BAU scenario. The Prior EIR concluded the level of impact would be less than significant with mitigation.

b) *Consistency with greenhouse gas plan, policy, regulation*

Analysis of GHG emissions in the original environmental approval for the Approved Project noted the City had not yet adopted its Climate Action Plan (CAP), which was implemented in 2012. Nonetheless, the Prior EIR conducted a GHG consistency analysis against the City's draft CAP. As discussed above, the Prior EIR noted the City's CAP required a reduction of GHG emissions by 25 percent compared to the BAU scenario. With implementation of mitigation, the Approved Project would have a reduction of 31.5 percent below BAU. The Approved Project was determined to be consistent with the applicable CAP resulting in a less than significant impact with implementation of Prior EIR Mitigation Measures 4.3.6.4A, 4.3.6.4B, 4.7.6.1A, and 4.7.6.1B.

Impacts Associated with the Modified 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?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand the AHSP commercial area by 11.64 acres, resulting in 143,108 sf of commercial building area that includes a 135-room hotel added to the Approved Project, increasing construction and operational GHG emissions over and above those analyzed in the Prior EIR. An *Air Quality and Greenhouse Gas Memorandum* (Urban Crossroads, November 26, 2019) contained in Appendix B was prepared to assess GHG impacts from the Modified Project.

As detailed in the *Air Quality and Greenhouse Gas Memorandum*, the Modified Project would result in an incremental increase of GHG emissions of 3,325.07 MTCO₂e per year, resulting in total emissions of 8,537.89 MTCO₂e per year for the entire commercial center. The City has adopted a Climate Action Plan (CAP) that specifies compliance with the CAP as the CEQA threshold of significance. This threshold was applied to the Approved Project and also applies to the Modified Project. The CAP includes design features that reduce GHG emissions. Each design feature is assigned a numerical value. In order to comply with the CAP, the Modified Project must incorporate enough design features to reach 100 points, which are verified and implemented during final design. Compliance with the CAP is consistent with the analysis included in the Prior EIR and no significant impacts would occur. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would generate GHG emissions that would contribute to cumulative emissions in California. As indicated above and in the same manner as for the Approved Project, the Modified

Project's GHG impacts would be reduced to less than significant with implementation of Mitigation Measures 4.3.6.4A, 4.3.6.4B, 4.7.6.1A, and 4.7.6.1B. The Modified Project is consistent with State and City GHG emissions reduction requirements. With the implementation of mitigation and GHG reduction strategies, the Modified Project's cumulative GHG emissions would not be considered significant. The Modified Project's cumulative impacts are consistent with the cumulative impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures from the Prior EIR were found to be applicable to the Modified Project:

Greenhouse Gas Emissions	
4.3.6.4A	<p>Prior to issuance of each building permit associated with the Specific Plan, building and site plan designs shall ensure that the project's energy efficiencies surpass applicable 2008 California Title 24, Part 6 Energy Efficiency Standards by a minimum of 20 percent. Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the Applicant, and reviewed and approved by the City. Any combination of the following design features may be used to fulfill this requirement provided that the total increase in energy efficiency meets or exceeds 20 percent:</p> <ul style="list-style-type: none">• Exceed 2008 California Title 24 Energy Efficiency performance standards for water heating and space heating and cooling.• Increase in insulation such that heat transfer and thermal bridging is minimized.• Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption.• Incorporate dual-paned or other energy efficient windows.• Incorporate energy efficient space heating and cooling equipment.• Install interior and exterior energy efficient lighting which exceeds the 2008 California Title 24 Energy Efficiency performance standards including but not limited to automatic devices to turn off lights when they are not needed.• To the extent that they are compatible with landscaping guidelines established by the City, include shade producing trees, particularly those that shade paved surfaces such as streets and parking lots and buildings, within the project site.• Use light and off-white colors in the paint and surface color palette for project buildings to reflect heat away.• All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design.
4.3.6.4B	<p>Prior to issuance of each building permit associated with the Specific Plan, the following design features shall be implemented to reduce energy demand associated with potable water conveyance:</p> <ul style="list-style-type: none">• Landscaping palette emphasizing drought-tolerant plants;• Use of water-efficient irrigation techniques; and• U.S. EPA Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads.

4.7.6.1A	Prior to the issuance of each grading permit associated with the Specific Plan, the project developer shall develop and implement a construction waste management plan that would require the recycling and/or salvaging of non-hazardous construction and demolition waste.
4.7.6.1B	Prior to the issuance of each building permit associated with the Specific Plan, the project developer shall facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills by providing easily accessible areas that serve each building and are dedicated to the collection and storage of paper, cardboard, glass, plastics, and metals.

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3.4.8 Hazards and Hazardous Materials

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 67962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the Specific Plan area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the Specific Plan area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

- a) Hazard from routine transport, use, or disposal of hazardous materials
- b) Release of hazardous materials from reasonably foreseeable upset and accident conditions

The Prior EIR noted development of the Approved Project would introduce potentially hazardous materials (e.g., petroleum products, pesticides, fertilizer, and other household hazardous products such as paint products, solvents, and cleaning products) to the AHSP site. In addition, the Prior EIR noted hazardous materials would be present during construction of the Approved Project, including typical fluids, solvents, cleansers used to operate/drive/maintain equipment and vehicles.

The Prior EIR noted the potential for exposure of hazardous materials into the environment from accidental releases of typical products stored and sold in conjunction with retail sales within the commercial area of the Approved Project, as well as the presence of household hazardous materials purchased by residents in the residential areas of the Approved Project. Hazardous material spills associated with household hazardous products sold in retail stores or stored in residential areas within the Approved Project was determined to be small and easily contained and less than significant and no mitigation was required.

The Prior EIR noted appropriate documentation for all hazardous waste transported in connection with project activities would have be required to comply with existing hazardous materials handling regulations. The United States Department of Transportation Office of Hazardous Materials Safety established strict regulations for the safe transportation of hazardous materials. Transportation of all hazardous materials would have complied with all applicable regulations resulting in a less than significant impact and no mitigation was required.

The Prior EIR also noted the California Hazardous Materials Management Act required businesses handling or storing certain amounts of hazardous materials prepare a Hazardous Materials Business Emergency Plan (HMBEP), which would include an inventory of hazardous materials stored on site, an emergency response plan, and an employee training program. The handling of hazardous materials in accordance with the HMBEP as required by applicable local, State, and Federal standards, ordinances, and regulations would have ensured that impacts associated with environmental and health hazards related to an accidental release of hazardous materials on the Specific Plan area were less than significant and no mitigation was required.

c) Hazardous emissions or materials within one-quarter mile of an existing or proposed school

The Prior EIR noted there were no schools within 0.25 mile of the Approved Project. In addition, the Prior EIR stated students residing in the AHSP residential community would have attended existing schools within the Corona-Norco Unified School District. Therefore, no new school facilities were proposed to be built within 0.25 mile of a project that would emit hazardous emissions. In addition, the handling of hazardous materials or emission of hazardous substances in accordance with the HMBEP as required by applicable local, State, and Federal standards, ordinances, and regulations would have ensured that impacts associated with environmental and health hazards related to an accidental release of hazardous materials or emissions of hazardous substance near existing or proposed schools were less than significant and no mitigation was required.

d) Site found on list of hazardous materials sites

The Prior EIR noted the Approved Project site was not listed in any regulatory database for hazardous materials. Based on the information provided by the public, regulatory and governmental agencies, and information obtained during the records search and literature review, there did not appear to be any sites within a mile of the Approved Project that would have resulted in an adverse impact on the Approved Project.

The Prior EIR noted the existence of structures/infrastructure scattered throughout the Approved Project. All of these structures and infrastructure features were previously used for agricultural purposes. None of the existing structures/features exhibited a hazardous condition.

Due to the past agricultural use of the Approved Project and surrounding area, an assessment was conducted to address residual organochlorine pesticides (OCPs), a smudge pot storage area, a 10,000-gallon aboveground smudge oil storage tank, and a 10-foot by 10-foot storage shed. The assessment concluded there were no hazardous conditions at these locations other than very high levels of pesticides found in the soil beneath the wood floor of the shed, which resulted in a significant impact requiring mitigation.

The Prior EIR noted the Approved Project was not listed as a hazardous materials release area, was not included on the Cortese List, and no on-site violations were noted in the regulatory database. The Prior EIR found it was highly unlikely that hazardous materials would have been uncovered during soil-disturbing activities on site, however there was a chance that unknown wastes or suspect materials may have been encountered during soil-disturbing activities resulting in a significant impact requiring mitigation.

- e) Public safety hazards within ALUP or within two miles of public airport*
- f) Public safety hazards within vicinity of private airport*

The Prior EIR noted the Approved Project was noted located within an Airport Land Use Plan, within two miles of a public use airport, or in the vicinity of a private airport. The Corona Municipal Airport (CMA) located approximately 6.5 miles northwest of the Approved Project was noted as the closest airport. Due to the distance of the Specific Plan area from the CMA, the Prior EIR concluded potential development of the Approved Project would not have resulted in a safety hazard for people residing or working within the AHSP area. Therefore, no impacts associated with this issue were found to occur.

- g) Conflict with an Emergency Response Plan*

The Prior EIR noted the Approved Project was accounted for in the City's General Plan as evidenced by designation of the Approved Project as "possible future urban use." The Prior EIR noted the Approved Project would have been designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, which would have ensured that access would have been properly provided for adequate emergency access and evacuation. Construction activities that could have temporarily restricted vehicular traffic would have been required to implement a Traffic Management Plan as part of the building permit that would have required adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The Prior EIR concluded compliance with existing regulations for emergency access and evacuation would have ensured that impacts related to this issue were less than significant and no mitigation was required.

h) Safety hazard from wildland fires

The Prior EIR noted the majority of the Approved Project was located in a “Non-wildland/non-urban” zone as identified by the California Department of Forestry and Fire Protection (CDFFP). The southeastern portion of the Approved Project above Bedford Canyon Wash was located in a “Very High Fire Hazard” Severity Zone. Neighboring land to the east and south of the Approved Project were also identified as a “Very High Fire Hazard” Severity Zone as well as a State Responsibility Area (SRA) designated “Very High Fire Hazard Severity Zone” by the CDFFP. The Prior EIR noted development of the Approved Project would have been required to comply with all applicable fire code requirements and associated fire prevention measures to reduce the risk of wildland fires. In addition, these areas were subject to the requirements of the City of Corona Fire Department construction design guidelines and fuel modification standards.

In addition, the Prior EIR noted the Approved Project would comply with the County of Riverside Fire Authority Design Guidelines and fuel modification standards resulting in a 200-foot fuel modification zone along the easterly edge of the Specific Plan area. The 200-foot defensible space zone would have served to reduce the amount of fuel surrounding buildings and structures within the Approved Project. To ensure that impacts associated with wildfires would have been reduced to less than significant, Mitigation Measure 4.8.6.2A was identified in the Prior EIR.

Impacts Associated with the Modified 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?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary and result in the development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. All fuels, solvents and other materials used during construction would be required to comply with applicable standards and regulations related to hazardous materials and hazardous waste as specified in the Prior EIR. The additional commercial land uses would result in an incremental increase in the potential for accidental releases of hazardous materials during routine transportation and disposal of hazardous materials. All materials used during construction and operation would be required to comply with applicable standards and regulations related to hazardous waste as specified in the Prior EIR, and no new or substantially greater impacts would occur. The Modified Project’s impacts associated with hazards from routine transport, use, or disposal of hazardous materials and from the release of hazardous materials from upset and accident conditions are consistent with the impacts identified in the

Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. As noted in the Prior EIR, there were no schools within 0.25 mile of the Approved Project. No schools have been built within 0.25 mile of the Modified Project Site since approval of the Approved Project. Therefore, no new or substantially greater impacts would occur with implementation of the Modified Project as compared to the Prior EIR. The Modified Project's impacts regarding are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

- (d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 67962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. Separate Phase I Environmental Site Assessments (EBI Consulting, June 2019) were prepared for the existing property in PA 11 and the Modified Project Site, and are included as Appendix F to SEIR No. 2. Based on research conducted as part of the assessments, existing PA 11 and the Modified Project Site are not on the Cortese/HIST Cortese databases. In addition, there are not sites on the Cortese List located within 0.5 mile of the two properties. The Modified Project's impacts regarding contaminated sites are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

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

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project.

The Prior EIR noted the Approved Project was noted located within an Airport Land Use Plan, within two miles of a public use airport, or in the vicinity of a private airport. No airports have been built near the AHSP since the Approved Project was approved. Due to the 6.5 mile distance between the Modified Project Site and the closest airport, Corona Municipal Airport, development of the Modified Project would not result in a safety hazard for people residing or working within the AHSP area. No new or substantially greater impacts would occur with implementation of the Modified Project. The Modified Project's impacts regarding public and private airports are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary and result in the development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The Modified Project would be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, which would ensure that access would have been properly provided for adequate emergency access and evacuation. Construction activities that could temporarily restrict vehicular traffic would be required to implement a Traffic Management Plan as part of building permit approval to ensure adequate access is maintained. Compliance with existing regulations for emergency access and evacuation would ensure impacts related to emergency access and response is less than significant and no mitigation is required. The Modified Project's impacts associated this issue are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

(h) Expose people or structures to a significant risk of loss, injury of death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary and result in the development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The Modified Project Site is located adjacent to a previously graded pad within existing PA 11 to the west, I-15 to the east, and Cajalco Road to the north. Bedford Canyon Wash was recently widened, stabilized, and restored and is located to the south of the Modified Project Site. High fire risk areas as indicated by the CDFFP are located in the vicinity to the southeast of the Modified Project Site on the slopes of the Santa Ana Mountains in the US National Forest. Implementation of the Approved Project requires preparation and implementation of project-specific Wildland Fire Plan/Fuel Modification Plan, which would mitigate potential threat of wildfires. Therefore, no new or substantially greater impacts would

occur with implementation of the Modified Project as compared to those identified in the Prior. The Modified Project's impact regarding wildfires is consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary and result in the development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. As identified above, project-specific impacts from the Modified Project related to hazards and hazardous materials would not change relative to those identified in the Prior EIR.

While project-specific hazardous material impacts resulting from individual future development projects will be mitigated via application of applicable regulations or addressed separately in future CEQA documents, anticipated future development will contribute, through increases in population and the number of outlets that transport or dispose of hazardous materials, to a cumulative increase in risk for hazardous material incidents. Although each project has unique hazardous materials considerations, future cumulative projects would comply with the local, State, and Federal regulations and requirements as these are required for all development projects. As a result, cumulative impacts associated with hazardous materials would be less than significant.

Cumulative aircraft hazard impacts consist of future development within the boundaries of the Airport Land Use Plan (ALUP) accident potential zones. The risk to each future project is based on the specific accident potential zone. The risks associated with development in these accident potential zones can only be reduced through conformance with land use guidelines and policies identified by the ALUP. However, because the surrounding cities as well as the County of Riverside have implemented comprehensive land use plans that incorporate applicable ALUP recommendations, it is anticipated cumulative development within the accident potential zones would in a less than significant cumulative impact associated with aircraft accident hazards.

Similar to the conclusions for the Approved Project contained in the Prior EIR, the Modified Project would be required to comply with local, State, and Federal regulations and requirements related to hazardous materials. With adherence to these measures, the proposed project's impacts would not contribute to cumulatively significant impact. The Modified Project's level of impact for cumulative hazards and hazardous materials impacts is consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures, with minor edits to reflect updated recommendations contained in the geotechnical evaluation prepared for the Modified Project, from the Prior EIR were found to be applicable to the Modified Project:

Hazards and Hazardous Materials	
4.8.6.1B	If soil from any location on the project site is to be removed or transported off site, the soil export must have a DDT level of less than 1 part per million (ppm). Soil to be exported off site shall be tested, and verification of the soil results shall be submitted to the City for review prior to the issuance of soil export operations.
4.8.6.1C	<p>If unknown wastes or suspected hazardous materials are discovered during any construction activities on the project site, the following shall occur:</p> <ul style="list-style-type: none"> • Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area; • Notify the City of Corona Fire Department <u>and the Riverside County Department of Environmental Health</u>; • Notify the project engineer of the implementing agency (the City of Corona) and secure the area containing the unknown wastes or suspect materials as directed by the project engineer; and • Notify the project engineer of the implementing agency (the City of Corona) and secure the area containing the unknown wastes or suspect materials as directed by the project engineer; and • Notify the implementing agency’s Hazardous Waste/Materials Coordinator.
4.8.6.1E	Prior to the issuance of demolition permits for any planning areas containing structures, any remaining structures on site shall be visually inspected by the project engineer of the implementing agency (City of Corona) prior to demolition activities. If hazardous materials are encountered, the materials shall be tested and properly disposed of in accordance with state and federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling would indicate the appropriate level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the

	<p>purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or City). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or City). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.</p>
<p>4.8.6.1F</p>	<p>Prior to the issuance of grading permits for each planning area, all miscellaneous debris (e.g., wood and concrete) shall be removed and disposed of at an approved landfill facility prior to construction activities under the purview of the appropriate agency (i.e., DTSC, Santa Ana RWQCB, and/or City). Once removed, a visual inspection of the areas beneath the removed materials shall be performed by the construction contractor as specified by the City of Corona. Any stained soils observed underneath the removed materials shall be sampled. Results of the sampling, if necessary, would indicate the level of remediation efforts that may be required. Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or City). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.</p>
<p>4.8.6.2A</p>	<p>Prior to the issuance of building permits for each planning area, the project proponent shall prepare, submit, and receive approval from the City and Riverside County Fire Department, a project-specific Wildland Fire Plan/Fuel Modification Plan. The Wildland Fire Plan/Fuel Modification Plan shall include but shall not be limited to the following:</p> <ul style="list-style-type: none"> • Goals, policies, and actions related to fire funding and fire rehabilitation; • Fire protection and evacuation plan; • Vegetative fuels management plan; • Public education program; and • Defensible space requirements which meet and/or exceed the <u>City of Corona Fire Department and Riverside County Fire Department Fuel Modification Requirements</u>.

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3.4.9 Hydrology and Water Quality

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

- a) *Violate water quality standards and waste discharge requirements*
- f) *Otherwise degrade water quality*

The Prior EIR noted short-term storm water pollutant discharges from each individual site within the Approved Project would be prevented through compliance with the applicable construction oriented best management practices (BMPs) implemented by the NPDES permitting process. Coverage with applicable NPDES permits would prevent sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. During the construction period, the development associated with the Approved Project would utilize a series of BMPs to reduce erosion and sedimentation. The Prior EIR prescribed Mitigation Measures 4.9.6.1A through 4.9.6.1C to ensure future construction within the Approved Project obtains coverage under the NPDES General Construction permit, resulting in a less than significant impact with mitigation.

To comply with operational water quality standards, the Approved Project would be required to prepare a site-specific Water Quality Management Plan (WQMP) to identify low-impact development storm water retention strategies and appropriate controls to mitigate potential violations of water quality standards or waste discharge requirements. The Prior EIR prescribed Mitigation Measure 4.9.6.2A requiring approval of a final WQMDP and concluded the Approved Project’s operational water quality

impacts would less than significant with adherence to existing regulatory requirements and implementation of mitigation.

b) Deplete groundwater supplies

Groundwater levels can be affected by increased impervious surfaces reducing infiltration into underlying groundwater basins. Groundwater levels can also be affected by increased water demand that is supplied by groundwater sources.

The Prior EIR noted the City's primary water source is groundwater from the Temescal, Bedford, and Coldwater groundwater sub-basins. The secondary source is water imported by the Metropolitan Water District of Southern California (MWDSC) from the Colorado River and the State Water Project (SWP). The MWDSC provides wholesale water to Western Municipal Water District (WMWD) who in turn sells water to the City.

The Prior EIR noted the City's Groundwater Management Plan (GWMP) developed strategies for more sustainable management and use of groundwater resources to meet future water demands in recognition of decreasing groundwater levels in regional groundwater basins. The GWMP recommended these strategies be implemented through 2020 to reduce demands for imported water and to meet projected demands. The City shares one or more of the three groundwater sub-basins with the City of Norco, Home Gardens County Water District, Lee Lake Water District (LLWD), and Elsinore Valley Municipal Water District (EVMWD). LLWD participated in the GWMP and proposed a groundwater recharge project with recycled water in the Bedford Sub-basin.

The Prior EIR acknowledged the serious water supply issues facing California and noted Governor Brown's 2015 declared State of Emergency due to drought conditions. The Prior EIR noted the City would rely solely on groundwater supplies to meet existing and future water demands in the event of a prolonged drought resulted in curtailed water supply deliveries from MWDSC. The Prior EIR analyzed the Approved Project's affect on groundwater supplies should the City be forced to rely solely on groundwater to supply City water demand during a prolonged drought.

The Prior EIR noted the City's 2010 Urban Water Management Plan (UWMP) identified the availability of sufficient water supplies to meet future water demand in the City's service area including the additional water demand from the Approved Project in year 2030 under normal, single-dry and multiple-dry water years. The Prior EIR found the City had sufficient groundwater rights to extract the necessary water to serve the Approved Project, and noted additional groundwater supplies could be utilized to meet demand if necessary. The Prior EIR prescribed Mitigation Measures 4.9.6.3A and 4.9.6.3B requiring a project level water conservation plan and water conservation educational program, reducing impacts from the Approved Project on groundwater supplies to a less than significant level.

- c) *Alter existing drainage pattern, stream or river, resulting in erosion or siltation*
- d) *Alter existing drainage pattern, stream or river, resulting in increased runoff*
- e) *Create runoff exceeding capacity of storm water drainage system or substantially increase polluted runoff*

The Prior EIR noted stormwater flows from the Approved Project would be adequately detained and handled by a system of drainage facilities and detention basins to mitigate increased peak flows and mitigate how fast the increased volume would be released into the natural streambed. The Prior EIR noted the system included underground drainage facilities below streets construction within the AHSP, an open channel along the north side of the AHSP, a regional detention/water quality basin located in PA 12 and a local detention/water quality basin located in PA 14. The basins would detain storm water flows before outletting into Bedford Canyon Wash. The Prior EIR noted the basins would be designed to treat water quality pollutants prior to discharging waters into Bedford Canyon Wash.

The Prior EIR also assessed the impacts as well as the benefits from the planned widening, stabilization and restoration of Bedford Canyon Wash included as part of the Approved Project. The improvement project was developed to maintain and restore the natural channel in such a manner to minimize erosion to the existing bluff and perpetuating the sediment transport capabilities of the natural wash. The Prior EIR noted each of the three design options would safely convey 100-year storm events and would achieve the following general hydraulic objectives:

- Accommodate the 100-year storm event for Bedford Canyon Wash in a burned and bulked condition with sufficient additional freeboard above design flow elevations.
- Protect the existing bluff on the east side of Bedford Canyon Wash from erosive velocities by either placing high velocity storm flows in a bypass channel or protecting the bluff with buried riprap.
- Lower the elevation of storm flows in either the bypass channel or Bedford Canyon Wash to an elevation below proposed Street “B” and adjoining residential building pads.
- Discharge storm flows at the downstream (northern) property line in a manner consistent with existing flows, including peak volumes, velocities, and debris conveyance.

The Prior EIR noted design of the Approved Project included storm water and water quality facilities and prescribed Mitigation Measure 4.9.6.2A requiring approval of a final that would result in less than significant impacts associated with altering existing drainage patterns, producing erosion and siltation, and exceeding the capacity of the storm water drainage system.

g) *Place housing in 100-year flood hazard area*

h) *Impede or redirect flood flows by placing structures in 100-year flood hazard area*

The Prior EIR noted the Approved Project would adhere to the Federal Emergency Management Agency (FEMA) Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) certification processes to ensure the project would not result in flooding. The Prior EIR noted all drainage facilities and flood control measures would be designed in accordance with the requirements of the City and Riverside County Flood Control and Water Conservation District. The Prior EIR identified Mitigation Measure 4.9.6.4A to ensure drainage facilities would be sufficiently located, sized, and constructed to protect the Approved Project from 100-year flood hazards.

i) *Expose people or structures to loss, injury or death from flooding including levee or dam failure*

The Prior EIR concluded development of the Approved Project would not expose people or structures to flooding as a result of levee or dam failure.

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

The Prior EIR concluded development of the Approved Project would not inundate people or structures by seiche, levee or mudflow.

Impacts Associated with the Modified Project

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

(f) **Otherwise substantially degrade water quality?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

As identified in the Prior EIR, short-term storm water pollutant discharges from each individual site within the AHSP would be prevented through compliance with applicable NPDES permitting processes. The Modified Project would be required install BMPs to prevent sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. During the construction period, development of the Modified Project's BMPs would reduce erosion and sedimentation consistent with the analysis contained in the Prior EIR. To ensure that future development within the AHSP area obtains coverage under the NPDES General Construction permit, the Prior EIR included Mitigation Measures 4.9.6.1A through 4.9.6.1C. These measures are applicable to the Modified Project to ensure appropriate BMPs are constructed. With implementation of Mitigation Measures 4.9.6.1A through 4.9.6.1C, construction water quality impacts would be less than significant.

A Preliminary Water Quality Management Plan (Hunsaker & Associates, January 29, 2020, Appendix G-1 to SEIR No. 2) and *PA 14 Hydrological and WQMP* (Hunsaker & Associates, October 4, 2019, Appendix G-3 to SEIR No. 2) was prepared for the Modified Project to assess operational and construction impacts to water quality from storm water and low flow conditions, and provide

recommendations regarding BMPs to reduce water quality impacts. The Water Quality Management Plan (WQMP) concluded the drainage system for existing PA plus the Modified Project Site included low impact development BMPs that would properly detain and treat storm flows resulting in a less than significant. The Prior EIR included Mitigation Measure 4.9.6.2A requiring approval of a final WQMP to ensure appropriate BMPs are included in the project design and constructed. The measure is applicable to the Modified Project to ensure appropriate BMPs are constructed. With implementation of Mitigation Measure 4.9.6.2A, operational water quality impacts would be less than significant.

The Modified Project's impacts regarding water quality are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

- (b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The increase in commercial land use will incrementally increase water demands in comparison to the Approved Project. A *Water Supply Assessment Update Memo* (Fusco Engineering, October 17, 2019) was prepared to assess the increase in water demand attributable to the Modified Project Site and is included as Appendix G-2 to SEIR No. 2. The 2019 *Water Supply Assessment* (WSA) noted the original water demands projected for the current AHSP (Approved Project) is 795.6 acre-feet per year (AFY), the Modified Project would increase water demands by 6.60 AFY, resulting in water demand for the AHSP as revised by the Modified Project of 802.2 AFY.

The original WSA for the Approved Project was based on data and information from the 2010 UWMP. Since approval of the original WSA, the City has updated and approved the 2015 UWMP. For this reason, the 2019 WSA compares the additional water demands associated with the Modified Project with the findings from the updated 2015 UWMP as well as the 2015 UWMP.

The 2019 WSA includes a comparison of the differences for the Multiple Dry Year (MDY) scenarios contained in the 2010 and 2015 UWMPs. The WSA notes this comparison represents the worst-case scenario, as opposed to the Normal Dry Year (NDY) and Single Dry Year (SDY) scenarios also included in the UWMPs. The MDY from the 2010 UWMP projects a surplus of 6,289 AFY in 2015 increasing to 9,236 AFY from 2015-2035. The MDY from the 2015 UWMP projects a surplus of 5,933

AFY in 2020 decreasing to 2,535 AFY from 2020-2040. The 2019 WSA finds the City has a surplus of water available in the MDY scenarios summarized in the 2010 and 2015 UWMPs.

With the 802.2 AFY water demand from the AHSP as revised by the Modified Project are included in the capacity/surplus calculations from the 2015 UWMP, the Modified Project did not result in a deficit in any scenario. The 2019 WSA water demand calculations for each climate scenario from the 2015 UWMP projections minus the AHSP new water demand are a minimum surplus of 1,733 AFY in 2040 in the MDY scenario, representing the worst case scenario.

The water demands from the Modified Project do not alter the conclusion of the original WSA. The 2019 WSA determined water supplies are available to meet water demands from the revised AHSP in multiple climate scenarios (i.e. Normal, Single Dry, or Multiple Dry Years). The 2019 WSA concluded there are adequate water supplies to serve the Modified Project's anticipated water demand increases as well as other demands within the City's jurisdiction.

Mitigation Measures 4.9.6.3A and 4.9.6.3B from the Prior EIR requiring a project level water conservation plan and water conservation educational program are applicable to the Modified Project. The Modified Project's impacts regarding groundwater depletion are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

- (c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?**
- (d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?**
- (e) **Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. A Hydrology Analysis (Hunsaker & Associates, November 2019) was prepared to assess hydrology and hydraulic conditions for the entire commercial development resulting from the Modified Project, including both the proposed Modified Project Site as well as the property in the current PA 11 boundary. The hydrology report is included as Appendix G-3 to SEIR No. 2. The report supplements previous hydrology studies prepared for the Approved Project in 2015 and 2017.

The commercial lands in revised PA 11 were divided into two onsite drainage areas A and B. Drainage management (DMA) area A consists of the approximately 10-acre existing commercial pad in PA previously graded as part of the Approved Project. Run-off from DMA A would be collected by a series of private catch basins connected to a private storm drain system within the commercial site, flowing easterly and ultimately connecting to the existing AHSP backbone storm drain system within Bedford Canyon Road at its intersection with the Lift Station access road. The backbone storm drain facilities for DMA A had already been accounted for and designed as part of the overall hydrology master drainage plan for the Approved Project (Tract 36294) to convey the 100-year storm event. The 2019 report confirmed the proposed improvements associated with the Modified Project commercial development in conjunction with the AHSP backbone storm drain facilities would adequately handle the 2-year, 10-year, and 100-year storm events from DMA A. The hydrology report confirmed the proposed storm drain system and AHSP backbone storm drain facilities including the existing infiltration basin in PA 12 would accommodate these flows prior to outletting into Bedford Canyon Wash, and no additional design modifications or mitigation measures are required.

DMA B consists of approximately 13.8 acres adjacent to the north/east side of Tract 36294 consisting of the additional commercial and open space land to be added to PA 11 and PA 12A as part of the Modified Project. Runoff from DMA B would be collected by a series of private catch basins connected to a private storm drain system flowing northeasterly towards and into a proposed water quality basin located in the southeastern portion of revised PA 11. Flows from the proposed water quality basin would outlet into Bedford Canyon Wash at a concrete encased outlet and onto the existing concrete crossing to avoid erosion and scouring of the unlined, soft bottom portions of the Wash. The hydrology report confirmed the proposed storm drain facilities for DMA B included as part of the Modified Project would accommodate the 2-year, 10-year, and 100-year storm event design flows, and no additional design modifications or mitigation measures are required.

All flows generated from PA 11 would be conveyed to Bedford Canyon Wash, where it will follow the path of the Santa Ana Watershed towards the Pacific Ocean. The Prior EIR noted design of the Approved Project included storm water and water quality facilities and prescribed Mitigation Measure 4.9.6.2A requiring approval of a final WQMP that would result in less than significant impacts associated with altering existing drainage patterns, producing erosion and siltation, and exceeding the capacity of the storm water drainage system.

In the event soil is imported from PA 14 to raise the height of the Modified Project Site to within five feet of the exiting commercial pad in PA 12 and to allow gravity flow of wastewater to the sewer lift station near the Bedford Canyon Road/Hudson House Road intersection, a temporary soil bridge will be constructed across Bedford Canyon Wash on the existing concrete crossing to protect the crossing and to maintain elevation across the channel banks. The temporary soil bridge will be equipped with pipe culverts to allow nuisance and storm flows to pass under the soil bridge. A large storm event would

create the possibility of flooding from the bridge acting as a dam. To avoid the possibility of inundation, new Mitigation Measure 4.9.6.3BA has been added to provide start and end dates for the bridge to exist, subject to approval by the Riverside County Flood Control and Water Conservation District.

The Modified Project's impacts regarding alteration of drainage patterns, erosion, runoff, flooding, and polluted runoff are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

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

(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The Modified Project Site is currently below the existing commercial pad previously graded in PA 11. The elevation of the Modified Project Site will be raised to within five feet of the existing commercial pad and to allow the sewer system installed on the Modified Project site to gravity flow to the existing sewer lift station located near the Bedford Canyon Road/Hudson House Drive (internal AHSP roadway) intersection. Since the Approved Project was approved, portions of the AHSP has been constructed including a majority of the widening, stabilization and rehabilitation of Bedford Canyon Wash and installation of backbone storm drain infrastructure within internal roadways and some of the PAs within the current AHSP boundary. The Bedford Canyon Wash improvements have created an environmentally superior drainage system designed to accommodate 100-year storm flows from the larger watershed in Bedford Canyon as well as from the AHSP. As discussed in detail as part of items (c), (d), and (e), the proposed storm drain facilities included as part of the Modified Project in conjunction with the installed AHSP backbone storm drain facilities (i.e., existing basin in PA 12; existing backbone storm drain line in Bedford Canyon Road) would accommodate 2-year, 10-year, and 100-year storm event design flows. As a result of existing improvements and those proposed as part of the Modified Project, housing will not be exposed to a 100-year flood hazard and structures will not restrict or redirect storm flows resulting in a 100-year flood hazard. The Modified Project's impacts associated a 100-year flood hazard are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary and result in the development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The expanded AHSP boundary is not located in an area near a levee or dam, and therefore the Modified Project Site would not expose people or structures to potential loss, injury or death from flooding associated with a levee or dam failure. The Modified Project's impacts associated with flooding from levee or dam failures are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

The Prior EIR concluded development of the Approved Project would not expose people or structures to flooding as a result of levee or dam failure.

(j) Expose people or structures to inundation by seiche, tsunami, or mudflow?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary and result in the development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The expanded AHSP boundary is not located in an area near bodies of water that would result in inundation from by seiche, tsunami, or mudflow. The Modified Project's impacts associated with inundation by seiche, tsunami, or mudflow are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary and result in the development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. Development of the Modified Project Site would result in an increase in impervious surfaces in addition to changes in increased commercial land uses and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. As discussed above, the Modified Project would not introduce a substantially greater percentage of impervious surfaces than originally analyzed in the Prior EIR that would substantially increase storm flows and degrade water quality as a result of an increase in the volume of runoff. As determined in the Prior EIR, the Master Drainage Plan would implement BMPs to manage storm flows and treat runoff and pollutant loads. Similarly, cumulative development projects would be required to minimize their individual storm flow and water quality impacts by implementing tailored BMPs. The Modified Project's cumulative contribution to storm water flows and water quality would be mitigated to less than significant with implementation of mitigation similar to the Approved Project. The Modified

Project's level of impact to hydrology and water quality is consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures, with minor edits to reflect updated recommendations contained in the geotechnical evaluation prepared for the Modified Project, from the Prior EIR were found to be applicable to the Modified Project:

Hazards and Hazardous Materials	
4.9.6.1A	Prior to the first issuance of a grading permit by the City for any development within <u>PA 11 and 12A</u> of the Arantine Hills Specific Plan, the project proponent shall file a Notice of Intent (NOI) with the Santa Ana Regional Water Quality Control Board (RWQCB) to be covered under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities. The project proponent shall submit to the City the Waste Discharge Identification Number as proof that the project's NOI to be covered by the General Construction Permit has been filed with the appropriate RWQCB.
4.9.6.1B	Prior to the first issuance of a grading permit by the City for any development within <u>PA 11 and 12A</u> of the Arantine Hills Specific Plan, the project proponent shall submit to the City of Corona and receive approval for a project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control on-site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural best management practices (BMPs) to control sediment and nonvisible discharges from the site. Some of the BMPs to be implemented may include (but shall not be limited to) the following: <ul style="list-style-type: none">• Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs would be periodically inspected during construction, and repairs would be made when necessary as required by the SWPPP.

	<ul style="list-style-type: none"> • Materials that have the potential to contribute nonvisible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas. • All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate discharge from the site. Stockpiles would be surrounded by silt fences and covered with plastic tarps. • The SWPPP would include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance. • Additional BMPs and erosion control measures would be documented in the SWPPP and utilized if necessary. • The SWPPP would be kept on site for the entire duration of project construction and will also be available to the local Regional Water Quality Control Board for inspection at any time. • In the event that it is not feasible to implement the above BMPs, the City of Corona can make a determination that other BMPs would provide equivalent or superior treatment either on site or off site.
4.9.6.1C	<p>The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the project-specific SWPPP. Weekly inspections shall be performed on sediment control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and available for City inspection. A more frequent inspection schedule may be required based on the condition of the site and as required in the NPDES General Construction Permit. In addition, the Contractor would also be required to maintain an inspection log and have the log on site available for review by the City of Corona and the representatives of the Regional Water Quality Control Board.</p>
4.9.6.2A	<p>Prior to the first issuance of a permit by the City for any project within the Specific Plan area (which includes the issuance of grading permits and building permits), the project proponent shall receive approval from the City of Corona, a project site specific Water Quality Management Plan (WQMP). The WQMP shall specifically identify pollution prevention, source control, treatment control measures, and other BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable.</p>

4.9.6.3A	<p>Prior to the issuance of grading permits of any development within the Arantine Hills Specific Plan, the project proponent shall submit to the City for review and approval, a water conservation plan. The water conservation plan shall include but shall not be limited to the following:</p> <ul style="list-style-type: none"> • Drought-tolerant landscaping plan; • Indoor project design features such as low-flush toilets and low-flow faucets; • Outdoor project design features such as subsurface irrigation systems, rain sensors, drip irrigation, or high-efficiency sprinkler heads; • Use of alternative water sources (e.g., reclaimed water); and • Educational materials to be utilized by the project tenants.
4.9.6.3B	<p>Prior to the issuance of occupancy permits for any development within the Arantine Hills Specific Plan, the project proponent shall submit proof to the City that an educational program regarding water usage has been developed for use within the proposed project.</p>
<u>4.9.6.3C</u>	<p><u>Prior to the issuance of grading permits for soil movement from PA 14, across Bedford Canyon Wash, and to the Modified Project Site, the project Applicant shall construct the soil bridge on the concrete crossing with Bedford Canyon Wash no earlier than May 1 and remove the bridge no later than October 15. Extensions to these time limits can be made at the discretion of the Riverside County Flood Control and Water Conservation District.</u></p>
4.9.6.4A	<p>Prior to the issuance of grading permits of any development within the Bedford Canyon Wash Channel, the project proponent shall ensure that drainage facilities and/or improvements necessary for the protection of the development project from the 100-year flood are identified and incorporated into the improvement plans that will be reviewed and approved by the City. A floodplain and sediment transport study, along with other required drainage and/or hydraulic studies, shall be submitted to the Riverside County Flood Control and Water Conservation District for review, approval, and consideration of acceptance of the channel improvements associated with the proposed development. Acceptance of development improvements by the Flood Control and Water Conservation District requires approval of the associated plans and pertinent drainage studies including the sediment transport study. These drainage improvements are required to ensure the proposed project will be protected from a 100-year flood. No building permits shall be</p>

	<p>issued for lots within the 100-year floodplain as mapped for the Conditional Letter of Map Revision (CLOMR), until Bedford Canyon Wash Channel improvements have been constructed and deemed operationally functional by the City of Corona. At the discretion of the City of Corona, building permits for model home sales may be issued prior to the construction of the channel improvements.</p>
4.9.6.4B	<p>Prior to the issuance of rough grading permits of for any development within the Arantine Hills Specific Plan, the project proponent shall submit the Conditional Letter of Map Revision (CLOMR) to the Federal Emergency Management Agency (FEMA). Prior to issuance of any building permits, project proponent shall have received approval of the CLOMR certification process by FEMA. The applicant shall secure FEMA's approval for the Letter of Map Revision (LOMR) as appropriate after development is complete.</p>

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3.4.10 Land Use and Planning

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Physically divide established community

The Prior EIR noted the nearest residential land uses to the Approved Project were located to the west and northwest of the AHSP area and were a part of the Eagle Glen Specific Plan development, a golf course residential development. The Prior EIR noted the Eagle Glen community was located on elevations higher than the Approved Project and was separated by a vegetated bluff. The land uses adjacent to the south side of the Approved Project were noted as unincorporated rural residential, to the east the I-15 freeway, and to the west open space and agricultural parcels. The Prior EIR found because

the Approved Project was an infill project with development surrounding most of it, it would not have divided an established community.

Because the existing residential uses surrounding the Approved Project were elevated and separated by undeveloped natural areas (a bluff), implementation of the Approved Project would not physically divide an established community. While the physical construction of barriers would occur (e.g., roadways, natural areas, and open space), the division of an established community would not have occurred because the residential uses in the project vicinity were already separated by existing natural features. The Prior EIR concluded the Approved Project would have no impact associated with physically dividing an established community.

b) Conflict with applicable land use plans, policies, or regulations

The Prior EIR found the change from Agricultural land use and zoning designations to the AHSP land uses to be less than significant because the General Plan states the purpose of the Agricultural designation is to "...allow for the continued production of agricultural lands as interim uses preceding urban development and/or as a long-term use." The City's General Plan further states on Page 83 for the Cajalco Road-Interstate 15/McMillan Site, "The Land Use Element designates these lands consistent with their current use and provides for the future consideration of urban uses that would complement development located on adjoining properties." The Prior EIR found future development on the Approved Project site appeared to have been contemplated. Conflicts with applicable land use plans, policies and regulations approved for the purposes of mitigating environmental impacts were found to be less than significant and no mitigation was required.

c) Conflict with applicable habitat conservation plans

The Prior EIR noted the Approved Project would be required to adhere to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), including its Implementation Agreement and fee mitigation program. The Prior EIR noted the fee mitigation program authorizes local member agencies to collect development impact fees and remit such fees to the Riverside Conservation Authority (RCA). These fees are in turn used to acquire lands suitable for habitat preservation for species covered by the MSHCP. Because compliance with the requirements of the MSHCP is mandatory, the Prior EIR found the Approved Project Specific Plan would be consistent with the MSHCP resulting in a less than significant impact and no mitigation was required.

Impacts Associated with the Modified Project

(a) Physically divide an established community??

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.
The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108

square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The Modified Project Site and associated commercial land uses would be located next to the I-15 freeway to the east, Cajalco Road to the west, and integrated into existing PA 11 to the west.

The Modified Project Site would be located within one of the lower areas within the AHSP boundary. As noted in the Prior EIR, the existing residential communities surrounding the Approved Project are separated by elevation and an undeveloped natural area (a bluff). The Modified Project Site would be added to an existing master planned community, the AHSP, and would not physically divide an established community. While development of the Modified Project Site would incrementally add more physical barriers (e.g., roadways, natural areas, and open space), the division of an established community would not occur because the Modified Project Site's barriers are integrated into the overall AHSP and adequate vehicle and pedestrian linkages are provided. The Modified Project would result in a less than significant associated with physically dividing an established community and no mitigation is required. The Modified Project's impacts regarding this issue are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The Modified Project Site is currently designated Agricultural by the General Plan and zoned Agricultural. Approval of the Modified Project would change the designation and zoning to General Commercial and Open Space. As noted in the Prior EIR, the General Plan states the purpose of the Agricultural designation is to "...allow for the continued production of agricultural lands as interim uses preceding urban development and/or as a long-term use." The Prior EIR also notes the General Plan states the following regarding the Cajalco Road-Interstate 15/McMillan Site: "The Land Use Element designates these lands consistent with their current use and provides for the future consideration of urban uses that would complement development located on adjoining properties."

Similar to the conclusions in the Prior EIR, future development on the Modified Project Site appears to have been contemplated. With the addition of the Modified Project Site to the AHSP, the Modified Project would be consistent with the objective to consider urban uses that complement development located on adjoining properties. The adjoining property to the Modified Project Site is the balance of the AHSP, and the Modified Project proposes a continuation of Approved Project land uses, consistent

with the stated objective to consider urban uses that complement development located on adjoining properties. The Modified Project would be consistent with the AHSP, and would not conflict with land use plans, policies, or regulations approved for the purpose of mitigating environmental impacts resulting in a less than significant impact and no mitigation is required. The Modified Project's impacts regarding this issue are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. As described in Section 3.4.4 - Biological Resources, a Biological Technical Report (BTR) was prepared for the Modified Project to assess impacts to biological resources from proposed development on the Modified Project Site. The BTR included an MSHCP consistency analysis, and found the Modified Project to be consistent with the MSHCP with implementation of mitigation. Consistent with the Prior EIR, the Modified Project would be required to adhere to the requirements of the MSHCP payment of the applicable mitigation program fee. The Modified Project's impacts associated with consistency with applicable habitat conservation plans are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary and result in the development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. As discussed under item (a), the Modified Project would result in an expansion to AHSP and would not physically divide an established community. Similarly, the Modified Project was found to be consistent with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Lastly, the Modified Project was found to be consistent with the MSHCP. The Modified Project's impacts associated with these three topics were determined to be less than significant. All three of these topics are inherently cumulative in nature, and therefore the Modified Project's cumulative impacts are less than significant. The Modified Project's impacts associated with land use and planning are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The Prior EIR determined no land use and planning mitigation measures were necessary, and the Modified Project did not require any revised or new mitigation measures.

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3.4.11 Mineral Resources

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

- a) Regionally significant mineral resources
- b) Locally significant mineral resources

The Prior EIR noted the Approved Project was classified as a MRZ-3 zone, identified as a mineral zone that contains deposits whose significance cannot be evaluated from available data. The Prior EIR noted no mineral extraction activity had occurred or was planned to occur on or near the Approved Project. The Prior EIR found development of the Approved Project would not result in the loss of identified regional or local mineral resources, conversion of an identified mineral resource use, or conflict with existing mineral resource extraction activities. Therefore, the Prior EIR concluded development of the

Approved Project would not result in a loss of statewide, regional, or locally important mineral resources and no impact would occur.

Impacts Associated with the Modified 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?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The Prior EIR noted the Approved Project was classified as a MRZ-3 zone, identified as a mineral zone that contains deposits whose significance cannot be evaluated from available data. The Modified Project Site is also classified as an MRZ-3 zone. Page 4.12-7 of the City General Plan Final EIR states “the City is only required to respond to mineral resource recovery areas that have been designated by the State as MRZ-2 (significant existing or likely mineral deposits).” The Modified Project Site has not recently been used for mineral extraction activity and none has occurred in the past. Development of the Modified Project Site would not result in the loss of identified regional or local mineral resources, conversion of an identified mineral resource use, or conflict with existing mineral resource extraction activities. The Modified Project’s impacts regarding mineral resources are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary and result in the development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. As discussed above, the Modified Project would not affect any known locally or regionally important mineral deposits. The Modified Project is located adjacent to the Approved Project as analyzed in the Prior EIR. While cumulative development would increase demand for mineral resources, development of the Modified Project would not reduce mineral resources and therefore have no significant cumulative impact to mineral resources. The Modified Project’s cumulative impacts regarding mineral resources are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The Prior EIR determined no mineral resources mitigation measures were necessary, and the Modified Project did not require any revised or new mitigation measures.

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3.4.12 Noise

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Specific Plan area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the Specific Plan area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

- a) *Expose people to excessive noise*
- b) *Expose people to excessive groundborne vibration*
- c) *Substantial permanent increase in ambient noise*
- d) *Substantial temporary or periodic increase in ambient noise*

The Prior EIR noted details regarding the Approved Project’s grading plans were not available, and therefore the location of potential noise sources required implementation of Mitigation Measure 4.12.6.1A. The measure was prescribed to ensure construction noise impacts at the time development commenced would be adequately mitigation by implementation of a Construction Noise Mitigation Program and Construction Contractor Requirements.

The Prior EIR found outdoor living areas within the AHSP would experience elevated levels of on-site traffic noise. The Prior EIR prescribed Mitigation Measure 4.12.6.2A to reduce on-site traffic noise levels to less than significant levels at the outdoor living areas.

The Prior EIR analyzed the proposed commercial land uses and the potential for stationary noise impacts at adjacent residential land uses. Potential stationary noise sources included rooftop air conditioning units, parking lot vehicle movement, drive-through speakerphones, and loading dock activity. The Prior EIR identified Mitigation Measure 4.12.6.3A, which required a noise analysis to determine the stationary noise impacts from commercial land uses within the Approved Project. Implementation of the measure would reduce impacts from commercial stationary-sources to a less than significant level.

The Prior EIR noted the nearest existing sensitive receptors in the vicinity of the Approved Project were residences to the northwest, across Eagle Glen Parkway, at distances ranging from 174 feet to 972 feet. The Prior EIR found groundborne vibration from grading equipment such as earthmovers and haul trucks at distances of more than 10 feet would not create vibration amplitudes that cause structural damages. The Prior EIR concluded impacts as a result of groundborne vibration during construction to be less than significant and no mitigation was required.

- e) Expose people to excessive public airport noise*
- f) Expose people to excessive private airport noise*

The Prior EIR noted the Approved Project was not located within an airport land use plan (ALUP), within two miles of a public airport, and not located in the vicinity of a private airport. For these reasons, the Prior EIR concluded the Approved Project would result in no impact related to exposure of people to excessive noise from a public or private airport.

Impacts Associated with the Modified Project

- (a) **Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**
- (b) **Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**
- (c) **Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- (d) **Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand the AHSP commercial area by 11.64 acres, resulting in 143,108 sf of commercial building area that includes a 135-room hotel added to the Approved Project. The Modified Project also requires import of 440,000 cubic yards of soil to raise the Modified Project Site to within five feet of current PA 11 and to allow sewer to gravity flow the AHSP sewer lift station in PA 12. Two options have been identified to import soil to the Modified Project site. One option is to haul soil in from an off-site source in trucks during the nighttime hours. The trucking operations are expected to require 118 nights. Incoming soil will be trucked onto the Modified Project Site, dumped, and moved and spread around the site. There would also be some overlap of the soil import and daytime grading operations.

A second option for importing soil is to haul soil in scrapers from AHSP PA 14, which is located south of the Modified Project Site across Bedford Wash. The area of PA 14 would be lowered approximately 13 feet to generate the fill, which would be hauled in scrapers down a constructed ramp and across Bedford Canyon Wash to the project site. This import option would occur during daytime hours and require approximately 100 days to complete.

In addition to importing soil, the Modified Project would result in the development of a larger commercial center as compared to the Approved Project, resulting in additional construction emissions than analyzed in the Prior EIR.

As documented in the *Bedford Marketplace Noise Impact Analysis* (January 30, 2020) prepared by Urban Crossroads and included in SEIR Appendix H, noise impacts can occur from construction activities, including soil import and operational activities.

On-site Construction Noise Impacts. Construction related noise impacts are expected to create temporary and intermittent high-level noise conditions at receivers surrounding the Modified Project

Site when certain activities occur at the Project site boundary. Using sample reference noise levels to represent the planned construction activities of the site, construction noise levels at nearby sensitive receiver locations were estimated. The analysis shows the Modified Project-related short-term construction noise levels are expected to approach 63.9 dBA L_{max} at nearby sensitive receiver locations, and will not exceed the 75 dBA L_{max} construction noise level threshold. Therefore, based on the results of this analysis, all nearby sensitive receiver locations will experience less than significant impacts due to site construction noise levels. This topic will not be evaluated further in this SEIR.

Soil Import Noise Impacts from Off-site Soil Source. To bring the Modified Project Site up to an elevation similar (within five feet) of the existing 10-acre commercial pad, import of approximately 440,000 cubic yards of soil is required. One option is to import soil from an off-site location via truck. The import operation is expected to include 250 full loads per night, assuming 15 cubic yards per load, for a total of 3,750 cubic yards per night. To import 440,000 cubic yards, approximately 118 nights of import would be required.

The Project proposes to import soil during the hours (8:00 p.m. to 4:00 a.m.) and complete grading operations both during daytime and nighttime hours. A source of import has been identified from the FST Sand and Gravel Mine, located east of the I-15. The soil would be hauled from the borrow site on Minnesota Road to Sherborn Street to Magnolia Avenue to the I-15 southbound on ramp at Magnolia Avenue, exit at Cajalco Road and enter the Modified Project Site by crossing Cajalco Road from the southbound off-ramp with traffic control. Trucks would return onto Cajalco Road, enter I-15 northbound to Magnolia Avenue to Sherborn Street and travel south to the borrow site.

The proposed soil import/export haul route was specially developed to avoid potentially significant impacts to potential noise sensitive residential land uses. The off-site soil import/export analysis shows that haul truck trips will generate a noise level increase ranging from 0.2 dBA CNEL on I-15 to 5.4 dBA CNEL on Sherborn Street. A review of the haul route shows that the only adjacent noise sensitive residential land uses are located adjacent to I-15. Many of the noise sensitive residential land uses near the I-15 benefit from existing Caltrans sound walls that have been developed to reduce traffic noise. Based on the significance criteria outlined above, the Modified Project soil import/export truck trip-related noise level increases are considered less than significant impacts at the land uses adjacent to roadways conveying Modified Project haul truck traffic. Although the construction noise levels are less than significant, the applicant is required to obtain a Noise Variance in order to conduct the hauling operations during evening and early morning hours (8:00 p.m. to 4:00 a.m.) that are not allowed by the City's noise ordinance that restricts construction to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday and 10 a.m. to 6 p.m. Sundays and federal holidays. This topic will not be evaluated further in this SEIR.

The Noise Impact Analysis also includes an assessment of nighttime activities associated with import operations on surrounding sensitive receptors. According to the project Applicant, every effort will be made to limit on-site construction activities particularly during the noise sensitive nighttime hours. For this reason, the Applicant is proposing to limit nighttime operations to permit only the essential equipment needed to support the soil import/export haul truck operations. The results of the soil import/export construction noise analysis, all nearby receiver locations will experience less than significant impacts due to the daytime and nighttime soil import/export noise construction noise levels at the Modified Project Site. This topic will not be evaluated further in this SEIR.

Noise Impacts from PA 14 Soil Source. The second alternative to importing soil to the Modified Project Site would occur by importing soil from PA 14 of the existing AHSP. PA 14 is located to the south of the Modified Project Site and further south of Bedford Canyon Wash. PA 14 is approximately 26 acres, undeveloped, and planned for Medium Density Residential development in the current AHSP. This area forms an elevated plateau above Bedford Canyon Wash. Lowering the elevation of PA 14 by approximately 13 feet would generate approximately 425,000 cubic yards of soil for the Modified Project Site. The remaining 15,000 cubic yards would be generated by lowering PA 14 an additional half foot or importing the remaining soil from an off-site location. Construction noise associated with hauling soil from PA 14 to the Modified Project site would occur during typical days and hours of operation permitted by the City's noise ordinance (7:00 a.m. to 8:00 p.m. Monday through Saturday and 10 a.m. to 6 p.m. Sundays and federal holidays) resulting in a less than significant impact. This topic will not be evaluated further in this SEIR.

Vibration Noise Impacts. Ground-borne vibration levels resulting from construction activities occurring within the Modified Project site were estimated using data from the Federal Transit Administration (FTA). Based on the detailed analysis contained in the Bedford Marketplace Noise Study, the Modified Project is not expected to generate vibration levels exceeding the maximum acceptable vibration standard of 0.05 in/sec root-mean-square (RMS). Vibration levels at the closest sensitive receiver are unlikely to be sustained during the entire construction period, but will randomly occur during the times that heavy construction equipment is operating proximate to the Modified Project site perimeter. Construction will also be restricted to daytime hours consistent with City Noise Ordinance, thereby eliminating potential vibration impact during the sensitive nighttime hours. The potential for the Modified Project to result in exposure of persons to, or generation of, excessive ground-borne vibration is therefore to be less than significant and no mitigation is required. This topic will not be evaluated further in this SEIR.

Operational Stationary Source Noise Impacts. Using reference noise levels to represent the expected noise sources from the Modified Project Site, stationary-source noise levels at nearby sensitive receiver

locations were estimated.¹ The normal activities associated with the Modified Project are anticipated to include roof-top air conditioning units, drive-thru speakerphones, trash enclosures, parking lots, gas station activity, car wash tunnel, car wash vacuums, and outdoor playground activity resulting in noise levels ranging from 32.7 to 40.0 dBA L₅₀ at the noise-sensitive off-site receiver locations.

The analysis shows that the Modified Project-related operational noise levels will meet City daytime and nighttime exterior noise level standards at the closest noise-sensitive receiver locations in the study area.² Therefore, the operational noise impacts are considered less than significant at all receiver locations. In addition, the Modified Project operational noise level contribution analysis shows Project-related incremental noise level increases to the ambient noise environment would be less than significant at all receiver locations. This topic will not be evaluated further in this SEIR.

The Noise Impact Analysis includes an on-site exterior noise impact analysis to determine the traffic noise exposure and to identify potential necessary noise abatement measures for the Modified Project. It is expected that the primary source of noise impacts to the Modified Project Site will be traffic noise from the I-15. To control transportation related noise sources, the City has adopted exterior and interior noise standards by land use type.

Operational Traffic Noise Impacts. The City has adopted an exterior noise standard of 65 dBA CNEL for noise sensitive land uses that include residential, lodging, hospitals, schools, and parks.³ The exterior noise standards typically apply to outdoor areas where people congregate. Traffic noise level impacts were assessed by estimating the resulting CNEL noise levels for study area roadway segment with the addition of the Modified Project's traffic to existing, Interim Year 2021, and Future Year 2035 traffic conditions. The significance of traffic noise impacts was assessed based on the following criteria:

When the noise levels at existing and future noise-sensitive land uses (e.g. residential, etc.):

- are less than 60 dBA CNEL and the Modified Project creates a readily perceptible 5 dBA CNEL or greater Project-related noise level increase; or
- range from 60 to 65 dBA CNEL and the Project creates a barely perceptible 3 dBA CNEL or greater Project-related noise level increase; or
- already exceed 65 dBA CNEL, and the Project creates a community noise level increase of greater than 1.5 dBA CNEL (FICON, 1992).

¹ See Exhibit 9-A: Sensitive Receiver Locations, *Bedford Marketplace Noise Impact Analysis*, SEIR Appendix H.

² See Exhibit 3-B: Interior and Exterior Noise Standards, *Bedford Marketplace Noise Impact Analysis*, SEIR Appendix H.

³ See Exhibit 3-B: Interior and Exterior Noise Standards, *Bedford Marketplace Noise Impact Analysis*, SEIR Appendix H.

Existing with Modified Project conditions will result in CNEL values on study area roadways ranging from 64.5 to 71.4 dBA. The Modified Project will generate a noise level increase of up to 2.6 dBA CNEL on the study area roadway segments. Interim Year 2021 with Modified Project conditions will result in CNEL values ranging from 64.8 to 71.7 dBA. The Modified Project will generate a noise level increase of up to 0.2 dBA CNEL on the study area roadway segments. These Project-related noise level increases are considered less than significant under Interim Year 2021 with Modified Project conditions at the land uses adjacent to study area roadways based on the significance criteria. Future Year 2035 with Modified Project conditions will range from 66.6 to 72.1 dBA CNEL. The Modified Project will generate a noise level increase of up to 2.6 dBA CNEL on the study area roadway segments. Based on the significance criteria, the Project-related noise level increases are considered less than significant under Future Year 2035 with Project conditions at the land uses adjacent to the study area roadways. Impacts are considered to be less than significant. The Prior EIR included Mitigation Measure 4.12.6.2A that required submittal and approval of a final noise analysis to confirm CNEL traffic noise levels resulting from the Approved Project fall within the 65 dBA CNEL and 70 dBA CNEL noise contours for Eagle Glen Parkway from Masters Drive to Bedford Canyon Road, "A" Street, and I-15. As a result of the conclusions contained in this SEIR, implementation of Mitigation Measure 4.12.6.2A is not required. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. The Modified Project would expand the AHSP boundary and result in additional commercial development, generating additional trips and traffic volume increases to the local and regional transportation system. The Modified Project would also generate temporary construction noise and new stationary noise sources. As discussed previously, construction and operational noise impacts from the Modified Project were assessed. In all scenarios, the contribution of noise is based against ambient conditions and in the case of traffic, future traffic projections. No foreseeable projects are close enough to the Modified Project Site to alter the ambient condition and create cumulative impacts. Furthermore, the future traffic projections represent a cumulative impact assessment. As concluded above, the Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (significant and unavoidable with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures from the Prior EIR were found to be applicable to the Modified Project:

Noise	
4.12.6.1A	<p>Prior to the approval of a tentative tract map for each residential area or approval of commercial or industrial uses within the Specific Plan area, the project proponent shall prepare, submit, and receive approval from the City, a final noise analysis. This final noise analysis shall be completed at the tract map level for each residential area or commercial/industrial area when the precise grading and the architectural plans are available to ensure that all noise sensitive areas will meet the City of Corona noise standards. The final noise analysis shall include but shall not be limited to the following:</p> <ul style="list-style-type: none"> • <i>Construction Noise Mitigation Program.</i> The program shall include noise monitoring at selected noise sensitive locations, monitoring complaints procedures, identification of haul routes (if applicable), and identification and mitigation of the major sources of noise. • <i>Construction Contractor Requirements.</i> These requirements shall include contract provisions regarding construction equipment noise features and equipment staging procedures.
4.12.6.2A	<p>Prior to the approval of a tentative tract map for each residential area or approval of commercial or industrial uses within the Specific Plan area within the 65 dBA CNEL and 70 dBA CNEL noise contours for Eagle Glen Parkway from Masters Drive to Bedford Canyon Road, “A” Street, and I-15, the project proponent shall prepare, submit, and receive approval from the City, a final noise analysis. This final noise analysis shall be completed at the tract map level for each residential area or commercial/industrial area when the precise grading and the architectural plans are available to ensure that all noise sensitive areas will meet the City of Corona noise standards.</p>
4.12.6.3A	<p>Prior to the approval of a tentative tract map for each residential area adjacent to commercial or industrial uses within the Specific Plan area, the project proponent shall prepare, submit, and receive approval from the City, a final noise analysis. This final noise analysis shall be completed at the tract map level for each residential area or commercial/industrial area when the precise grading and the architectural plans are available to ensure that all noise sensitive areas will meet the City of Corona noise standards.</p>

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3.4.13 Population and Housing

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Induce substantial population growth

The Prior EIR noted the Approved Project was originally designated and zoned Agriculture and would result in a direct increase in population. However, the Prior EIR concluded the Approved Project but

would not induce population growth beyond the growth attributable to the residential land uses within the AHSP.

- b) *Displace housing*
- c) *Displace people*

The Prior EIR noted the Approved Project was originally designated and zoned Agriculture, and the land had never been occupied by residential uses. No residential structures were located within the Approved Project limits with the exception of a mobile trailer used by an on-site property caretaker associated with the past history of agricultural uses. The Prior EIR found development of the Approved Project would not displace existing housing and residents, and would not require the construction of replacement housing elsewhere in the City. In the absence of any residential displacement or a substantial change in the availability of residential units, the Prior EIR concluded no significant impact related to this issue would occur.

Impacts Associated with the Modified Project

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project would expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The Modified Project would indirectly contribute to incremental population growth by expanding the neighborhood commercial development component within the AHSP, in an area currently underserved by local commercial retail and services. The additional commercial development would contribute to meeting existing demand, and would not induce growth and impacts would be less than significant. The Modified Project would also result in the extension of local serving roads and infrastructure, but these improvements would facilitate access and operation of the commercial uses and would not induce growth. Impacts associated with growth inducement would be less than significant and no mitigation is required. The Modified Project's impacts regarding growth inducement are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project will expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project. The Modified Project Site is currently designated and zoned Agriculture, and has never been occupied by residential uses. No residential structures are located within the Modified Project Site. The Modified Project would not displace existing housing and residents, and would not require the construction of replacement housing elsewhere in the City. The Modified Project's impacts regarding growth inducement are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

As discussed above, the Modified Project would not directly increase population or growth, induce growth, or remove an obstacle to growth. The Modified Project incrementally expands an already approved commercial center to serve surrounding residential neighborhoods. No new or substantially greater population growth impacts would occur with implementation of the Modified Project when compared to those identified in the Prior EIR. Implementation of the proposed project would not result in a cumulatively significant population or housing impact, nor would the proposed Modified Project uses significantly induce growth in areas where growth was not previously anticipated. The Modified Project's cumulative impacts regarding population and housing are consistent with the impacts identified in the Prior EIR and the level of cumulative impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The Prior EIR determined no population and housing mitigation measures were necessary, and the Modified Project does not require any revised or new mitigation measures.

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3.4.14 Public Services

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Fire protection facilities

The Prior EIR noted development of the Approved Project would be designed, constructed, and operated per applicable fire prevention/protection standards established by the Corona Fire Department (CFD), other City Departments, and the State. The Prior EIR noted these requirements would result in adequate provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and fire hydrant sizing, pressure, and siting. With provision of the required site related fire safety measures and payment of City impact fees to fund future fire facilities, the Prior EIR concluded the Approved Project would not result in the need to renovate existing or construct new fire protection facilities the construction of which would create an impact to the environment. Impacts were determined to be less than significant and no mitigation was required.

b) Police facilities

The Prior EIR noted development of the Approved Project would be designed, constructed, and operated per applicable public safety standards established by the Corona Police Department (CPD), other City Departments, and the State. With provision of the required site related public safety measures and payment of City impact fees to fund future police facilities, the Prior EIR concluded the Approved Project would not result in the need to renovate existing or construct new police facilities the construction of which would create an impact to the environment. Impacts were determined to be less than significant and no mitigation was required.

c) School facilities

The Prior EIR noted school fees are uniformly applied to all development in the City, and the payment of such fees would ensure significant impacts associated with the renovation of existing or construction of new school facilities would not occur. The Prior EIR noted payment of the required school fees provides “full and complete” mitigation for school-related impacts, and impacts would be less than significant with no mitigation required.

d) Park facilities

Park and recreational facilities as they pertain to the Modified Project are analyzed in Section 3.4.15 (Recreation) of SEIR No. 2.

e) Other facilities

The Prior EIR noted the increase in population from the Approved Project would not substantially increase demand on other public facilities. Therefore, the Prior EIR concluded the Approved Project would not result in the need to renovate existing or construct new public facilities. Impacts were determined to be less than significant and no mitigation was required.

Impacts Associated with the Modified Project

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project and incrementally increasing demand on fire protection services. In the same manner as discussed in the Prior EIR, development of the Modified Project would be designed, constructed, and

operated per applicable fire prevention/protection standards established by the CFD, other City Departments, and the State. The Modified Project would be required to pay development impact fees to fund the construction of future fire facilities. With provision of the required site related fire protection safety measures and payment of City impact fees, the Modified Project would not result in the need to renovate existing or construct new fire protection facilities the construction of which would create an impact to the environment. Impacts would be less than significant and no mitigation is required. The Modified Project's impacts regarding construction of fire protection facilities are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project and incrementally increasing demand on police services. In the same manner as discussed in the Prior EIR, development of the Modified Project would be designed, constructed, and operated per applicable public safety standards established by the CPD, other City Departments, and the State. With provision of the required site related public safety measures and payment of City impact fees, the Modified Project would not result in the need to renovate existing or construct new police facilities the construction of which would create an impact to the environment. Impacts would be less than significant and no mitigation is required. The Modified Project's impacts regarding construction of police facilities are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

- (c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project and incrementally increasing demand on school services. In the same manner as discussed in the Prior EIR, development of the Modified Project would be required to pay applicable school fees.

Payment of the required school fees provides “full and complete” mitigation for school-related impacts, and impacts from the Modified Project would be less than significant with no mitigation required. The Modified Project’s impacts regarding construction of school facilities are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

- (d) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. Park and recreational facilities as they pertain to the Modified Project are analyzed in Section 3.4.15 (Recreation) of SEIR No. 2.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project would expand the AHSP boundary to the east, resulting in development of 143,108 square feet of commercial space that includes a 135-room hotel over and above the Approved Project, which would incrementally increase demand on other public facilities. In the same manner as described in the Prior EIR, the incremental increase in population from the Modified Project would not substantially increase demand on other public facilities and the Modified Project would not result in the need to renovate existing or construct new public facilities, the construction of which would create an impact to the environment. The Modified Project’s impacts regarding construction of other public facilities are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. In the same manner as described in the Prior EIR, new development within the service areas of the CFD and CPD would be required to adhere to conditions established by fire and police service providers, and pay the applicable fees to ensure adequate facilities are provided. New school facilities would be constructed as determined by Corona-Norco Unified School District to accommodate growth in the local student population. School districts are engaged in planning new facilities in anticipation of future

local and regional growth. Each district requires the payment of development fees to provide for new school services and/or facilities. The Prior EIR concluded the payment of applicable fees would reduce cumulative public services impacts to a less than significant level. The Modified Project would be required to pay applicable development impact fees. Cumulative development projects would also pay development fees. Since the Modified Project does not substantially increase demand for public services relative to the Approved Project, cumulative impacts to public services would also be less than significant. The Modified Project's cumulative impacts regarding public services are consistent with the impacts identified in the Prior EIR and the level of cumulative impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The Prior EIR determined no public services mitigation measures were necessary, and the Modified Project does not require any revised or new mitigation measures.

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3.4.15 Recreation

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Increased use of existing recreational facilities

The Prior EIR found the Approved Project would increase the City’s population by 6,249 people, resulting in an increase in demand for parks and recreational facilities. The Prior EIR noted the City had a surplus of approximately 1,725 acres of parkland. With the increase in people that would have resulted from the development of the Approved Project, the Prior EIR found the City would maintain

a surplus of parkland and recreation facilities to accommodate existing residents and residents from the Approved Project. Impacts were determined to be less than significant and no mitigation was required.

b) New or Physically Altered Recreation and Park Facilities

The Prior EIR noted the Approved Project included 9.9 acres of park land and recreation uses consisting of two neighborhood parks and two mini parks. In addition to the park facilities, the Approved Project would preserve approximately 81.5 acres of open space including a continuous pedestrian/bicycle trail constructed along the north side of the Bedford Canyon Wash.

The Prior EIR assessed the impacts from the construction of parks and open space within the Approved Project and concluded construction of those amenities would not have resulted in an adverse physical effect on the environment. Impacts associated with this issue were considered to be less than significant and no mitigation was required.

Impacts Associated with the Modified Project

- (a) **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?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand the AHSP commercial area by 11.64 acres. However, the Modified Project does not generate a new population of park users. Park demand is linked to residential development whereby residents place additional demand on park and recreation facilities. The Modified Project provides commercial uses that serve surrounding residential neighborhoods and does not generate new park users. Additionally, the Modified Project would pay applicable Parkland and Open Space development impact fees. The increase in commercial development associated with the Modified Project would also not remove existing park or recreation space and would not result in a net deficit of parklands that could increase the use of existing parks or accelerate their deterioration, requiring expansion or replacement that would result in an environmental impact. Therefore, no new or substantially greater impacts would occur with implementation of the Modified Project when compared to those identified in the Prior EIR. The Modified Project's impacts associated with expansion of existing parks or construction of new parks is consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

(b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Modified Project would expand the AHSP commercial area by 11.64 acres. The increase in commercial development from the Modified Project does not include parks or recreational facilities, and the planned parks and open space in the existing AHSP would not be affected. The recreational facilities in the AHSP were analyzed for physical effects to the environment in the Prior EIR. Therefore, no new or substantially greater impacts would occur with implementation of the Modified Project when compared to those identified in the Prior EIR. The Modified Project's impacts associated with the construction of new recreational facilities are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. The Modified Project would expand the AHSP boundary and result in additional commercial development. However, the Modified Project does not generate a new population of park users. Park demand is linked to residential development whereby residents place additional demand on park and recreation facilities. The Modified Project provides commercial uses that serve surrounding residential neighborhoods and does not generate new park users. Additionally, the Modified Project would pay applicable Parkland and Open Space development impact fees. Therefore, the Modified Project does not contribute to a cumulative impact on park and recreation facilities. The Modified Project's impacts associated with the construction of park and recreation facilities are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

No mitigation measures related to recreation were outlined in the Prior EIR. As discussed above, no new impact has been identified. Lacking any new impacts, no new mitigation measures or new alternatives are required for the Modified Project.

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3.4.16 Transportation and Traffic

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

- a) Conflict with established measures of effectiveness rating performance of circulation system
- b) Conflict with CMP LOS standards and travel demand measures

For year 2019, the Prior EIR concluded the Approved Project would create or contribute to LOS performance standard failures at five study area intersections. For year 2035, the Prior EIR concluded the Approved Project would create or contribute to LOS performance standard failures at eight study area intersections. The identified performance standard failures were considered significant impacts, requiring mitigation. Mitigation measures forming a long list of local and regional transportation improvements were prescribed in the Prior EIR to mitigate project direct and cumulative impacts.

At the time the Prior EIR was approved, the Riverside County Transportation Commission (RCTC) had plans to reconstruct the I-15/Cajalco Road interchange with a new and widened Cajalco Road

bridge over the I-15 freeway mainline lanes and new freeway ramps. The Prior EIR acknowledged the Approved Project developer would advance the total cost for the construction of the I-15/Cajalco Road interchange improvements, but the construction completion date of the interchange improvement project was uncertain. The Prior EIR concluded that all traffic improvements would ultimately mitigate traffic impacts to less than significant once installed, and established occupancy limits that prohibited development of Phase 2 of the Approved Project until the interchange improvements were completed and operational. Because the identified local roadway and Cajalco Road freeway interchange improvement completion dates were uncertain, the Prior EIR determined traffic impacts would be significant and unavoidable at those locations until those improvements were installed.

c) Air traffic

The Prior EIR noted the nearest airport to the Approved Project was the Corona Municipal Airport, located approximately 6.5 miles to the northwest. The Prior EIR concluded the Approved Project was not located within any airport influence area for the Corona Municipal Airport or any other airport in the vicinity. Additionally, the Prior EIR concluded the Approved Project did not include any structure or features that would alter air traffic patterns or the level of air traffic at the Corona Municipal Airport. Therefore, no impacts to air safety would have occurred and no mitigation was required.

d) Design hazards

The Prior EIR found the Approved Project had the potential to create temporary impacts associated with the construction of infrastructure improvements, which could cause temporary hazards. However, the Prior EIR found temporary construction activities are reviewed on a project-by-project basis by the City and are required to ensure adequate traffic flow as part of a construction traffic management plan. At the time infrastructure improvement plans are approved for construction, the Approved Project would implement measures in accordance with a construction traffic management plan to maintain traffic flow and local access resulting in a less than significant impact.

e) Inadequate emergency access

The Prior EIR noted roadway improvements resulting from implementation of the Approved Project would improve traffic circulation in the surrounding area, and correspondingly improve emergency vehicle access. Development of the Approved Project would comply with standards established by the City Public Works Department and Fire Department enabling emergency access, as well compliance with applicable Uniform Fire Code standards, as part of the City's permitting process. The Prior EIR noted these standards included compliance with street width standard plans as determined in the California Building Code (CBC), Master Plan of Streets, and the Uniform Fire Code. The Prior EIR concluded implementation of the Approved Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan with adherence to existing procedures, and no mitigation was required.

f) Conflict with alternative modes of transportation

The Prior EIR noted the Approved Project would be conditioned to provide sidewalks and landscaping treatments to allow pedestrian access throughout the site and Class 2 bike lanes to allow bicycle traffic throughout the site and area. The Prior EIR noted the Approved Project design was consistent with applicable City standards, which support and/or facilitate alternative modes of transportation. Policies, plans, and/or programs supporting alternative transportation would be incorporated as applicable. Consequently, the Prior EIR found the Approved Project would be consistent with alternative modes of transportation as a result of existing City design review procedures.

Impacts Associated with the Modified Project

- (a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**
- (b) **Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand the AHSP commercial area by 11.64 acres, resulting in 143,108 sf of commercial building area that includes a 135-room hotel added to the Approved Project. A *Traffic Study* prepared for the Modified Project (Urban Crossroads, January 10, 2020) assessed impacts associated with the incremental increase in commercial development and is included and included in Appendix I. The Traffic Study found the Modified Project would generate 2,061 daily, 281 a.m. peak hour, and 285 p.m. peak hour trips over and above the Approved Project and assessed the Modified Project's impacts on Interim Year 2021 and Future Year 2035 time horizons. Because the original approval was seven years ago and there have been two amendments to the AHSP since that time, the traffic study for the Modified Project was based on existing traffic volumes (2017 and 2018) used to develop Interim Year 2021 background traffic volumes. Future Year 2035 traffic volume forecasts from the Prior EIR were used for the Modified Project traffic study.

At the time the Prior EIR was approved, the I-15/Cajalco Road interchange improvement project had begun construction. Since that time, the interchange improvements have been largely completed including a 6-lane bridge deck on Cajalco Road over the I-15 freeway mainline lanes replacing the old 2-lane bridge. The entire improvement project is nearly finished with remaining improvements including the freeway on- and off-ramps under construction, and a ceremonial grand opening is

scheduled for March 2020. For Interim Year (2021) and Future Year 2035 conditions, the I-15/Cajalco Road interchange improvement project was considered to be completed.

In addition to the regional I-15/Cajalco Road interchange project, improvements to local intersections and roadways in the vicinity of the Approved Project have taken place since approval of the Prior EIR including installation of traffic signals at the intersections of Masters Drive/Eagle Glen Parkway and Clementine Way/Eagle Glen Parkway.

In summary, assessment of the Modified Projects traffic impacts was conducted assuming the following improvements were installed and operational:

- Widening of Cajalco Road from a 2-lane divided roadway to a 4-lane divided roadway between Bedford Canyon Road and the I-15 Southbound Ramps
- Widening of Cajalco Road from a 2-lane divided roadway to a 6-lane divided roadway between the I-15 Southbound and Northbound Ramps
- Widening of Cajalco Road from a 5-lane divided roadway to a 6-lane divided roadway between the I-15 Northbound Ramps and Temescal Canyon Road
- Installation of a traffic signal at Masters Drive/Eagle Glen Parkway
- Installation of a traffic signal at Clementine Way/Eagle Glen Parkway
- Completion of Bedford Canyon Road south of Eagle Glen Parkway including a roundabout at the Bedford Canyon Road/Hudson House Drive (AHSP internal roadway providing connection to the Bedford residential community)
- Installation of three Bedford Marketplace driveways on Bedford Canyon Road to provide site access

The Interim Year 2021 assessment concluded the Modified Project would contribute to previously identified LOS failures that would occur with or without the Modified Project at the following four study area intersections:

- Masters Drive/California Avenue
- Masters Drive/Christopher Lane
- Via Castilla Street/Masters Drive
- Morales Way/Masters Drive

The Prior EIR included Mitigation Measures 4.16.6.2A and 4.16.6.3B to address all four LOS failures, requiring the Approved Project's fair share contribution towards the construction of traffic signals or roundabouts at those intersections. With implementation of the intersection control improvements defined in Mitigation Measures 4.16.6.2A and 4.16.6.3B, the resulting LOS would be improved to within the performance standards. Because the completion dates for these improvements are uncertain, the Prior EIR determined impacts would be significant and unavoidable until the improvements are

installed. The same conclusion applies to the Modified Project; the additional traffic generated by the Modified Project would not change or expand the intersection control improvements necessary to improve LOS, therefore, Mitigation Measures 4.16.6.2A and 4.16.6.3B remain applicable and unchanged. The Modified Project's impacts associated with LOS impacts in the Interim 2021 condition is consistent with the impacts identified in the Prior EIR and the level of impact (significant and unavoidable with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

The Future Year 2035 assessment concluded the Modified Project would contribute to previously identified LOS failures that would occur with or without the Modified Project at the following eight study area intersections:

- Masters Drive/California Avenue
- Masters Drive/Bennett Avenue
- Bedford Canyon Road/Eagle Glen Parkway
- I-15 SB Ramps/El Cerrito Road
- Temescal Canyon Road/Cajalco Road
- Masters Drive/Christopher Lane Corona
- Via Castilla Street/Masters Drive Corona
- Morales Way/Masters Drive

The Prior EIR included Mitigation Measures 4.16.6.1A, 4.16.6.2A, 4.16.6.3B, and 4.16.6.4A to address all of the previously identified LOS failures, requiring construction of improvements by the Approved Project or fair share contributions towards the construction of improvements. With implementation of the improvements defined in Mitigation Measures 4.16.6.1A, 4.16.6.2A, 4.16.6.3B, and 4.16.6.4A, the resulting LOS would be improved to within the performance standard. Because the completion dates for these improvements are uncertain, the Prior EIR determined impacts would be significant and unavoidable until the improvements are installed. The same conclusions apply to the Modified Project; the additional traffic generated by the Modified Project would not change or expand the intersection control improvements necessary to improve LOS in the Future Year 2035, therefore, Mitigation Measures 4.16.6.1A, 4.16.6.2A, 4.16.6.3B, and 4.16.6.4A remain applicable and unchanged. The Modified Project's impacts associated with LOS impacts in the Future Year 2035 conditions are consistent with the impacts identified in the Prior EIR and the level of impact (significant and unavoidable with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

In addition to mitigation of off-site intersections, the Modified Project plans include installation of a right in/out only secondary driveway, a full access signalized main driveway, and a full access secondary driveway on Bedford Canyon Road into the proposed commercial development. The two full access driveways will require installation of inbound left turn lanes. These project design elements will be implemented as part of the precise plan and do not require creation of a new mitigation measure.

While not analyzed in the Prior EIR, the City has adopted Vehicle Miles Traveled (VMT) Guidelines in response to the passage of Senate Bill 743, which becomes effective July 1, 2020. VMT is calculated using the City's traffic model, then compared to Service Population (SP), which consists of population and employment. Project VMT is considered a significant impact if the project generates VMT/SP above the Citywide VMT/SP. The Western Riverside Council of Governments (WRCOG) have estimated the total VMT per service population for the traffic analysis zone surrounding the Modified Project Site at 27.78, in comparison to the average in Corona of 30.52 VMT/SP.

The Modified Project proposed mix of uses provides diversity that would reduce VMT by internal trip capture. By providing a mix of hotel, restaurant, retail, and day care uses within an underserved area of the City including the surrounding Eagle Glen and Bedford residential communities, typical "isolated use" travel characteristics are estimated to be substantially reduced.

The Modified Project is projected to incrementally increase the number of employees from 320 to 582, an increase of 262 employees. Accounting for the mix of uses and the increase in number of employees, the TIA determined the Modified Project would generate approximately 29 VMT/SP. Since this is less than the City average, VMT impacts are considered to be less than significant and no mitigation is required.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand AHSP PA 11 to the east, towards the I-15. Development of the Modified Project would not impact air traffic or air travel. The Modified Project's impacts associated with air traffic patterns are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand AHSP PA 11 to the east, towards the I-15. The Modified Project would expand the commercial development within the AHSP. Development of Modified Project Site would comply with existing development review procedures in accordance with the municipal code, zoning code, and the AHSP that would reduce hazards (e.g., intersection design, roadway design, driveway design, etc.). The design of the Modified Project has been reviewed by the project traffic engineer and City's engineering and fire departments for inconsistencies with design standards and hazardous conditions, and none have been identified. To accommodate additional vehicle trips beyond that analyzed in the Prior EIR, the TIA for the Modified Project recommended a left turn pocket length

of 200 feet for the center signalized entry and a left turn pocket length of 100 feet for the southern project entry, which have been incorporated into the Modified Project design. Therefore, the Modified Project would not create new hazardous conditions or incompatible land uses. The Modified Project's impacts associated with hazards are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

(e) Result in inadequate emergency access?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would expand AHSP PA 11 to the east, towards the I-15. Other than site access driveways to/from the expanded commercial area in PA 11, no new internal roadways would be constructed and no new off-site roadways would be constructed. In the same manner as detailed in the Prior EIR, roadway improvements associated with the Modified Project would improve traffic circulation within the AHSP area and would, therefore, improve access for emergency vehicles. The Modified Project's driveways on Bedford Canyon Road would be required to comply with standards established by the City Public Works Department. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to Fire Department standard. A Fire Access Plan, detailing fire lanes and hydrant locations has been prepared and approved by Corona Fire. Development of the Modified Project would conform to applicable California Fire Code standards, California Building Code (CBC) standards, and the Master Plan of Streets. The Modified Project's impacts associated with emergency access are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

(f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Modified Project would result in the development of the Bedford Marketplace and bring a neighborhood commercial center and associated commercial retail and services close to the Bedford and Eagle Glen communities. The commercial center is designed to add a 6-foot wide trail adjacent to the existing 8-foot sidewalk on the western boundary of the commercial center along the Bedford Canyon Road frontage. The Modified Project site plan also permits pedestrian linkages to provide connectivity from the Bedford Canyon Road/Eagle Glen Parkway intersection towards the south and the recently constructed trail system at Bedford Canyon Wash, a planned dog park, and to the developing Bedford residential community.

The Modified Project would not affect the other portions of the planned roadway system within the AHSP, including internal roadway lanes, bicycle facilities, bus routes and pedestrian linkages. No new

impacts would occur as a result of the Modified Project. The Modified Project’s impact regarding alternative modes of transportation are consistent with the impacts identified in the Prior EIR and the level of impact (no impact) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. The Modified Project would expand the AHSP boundary and result in additional commercial development, generating additional trips and traffic volume increases to the local and regional transportation system. As discussed previously, traffic impacts from the Modified Project were assessed at Future Year 2035 conditions, which represents a cumulative impact assessment. As concluded above, the Modified Project’s impacts associated with LOS impacts in the cumulative scenario (Future Year 2035) are consistent with the impacts identified in the Prior EIR and the level of impact (significant and unavoidable with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures identified in the Prior EIR remain applicable to the Approved Project. The Modified Project would not cause new or more intense significant impacts and no new mitigation is required for the Modified Project.

Transportation and Traffic	
4.16.6.1A	<p>The master developer shall construct the improvements identified below as mitigation measures for 2017 plus Phase 1 conditions to improve levels of service in accordance with City requirements:</p> <ul style="list-style-type: none"> • Street “C”/Eagle Glen Parkway: Prior to issuance of a Certificate of Occupancy for the first model home, install a traffic signal, a northbound left-turn lane, a northbound right-turn lane, and a westbound left-turn lane. • Bedford Canyon Road/Eagle Glen Parkway: Prior to issuance of the first production home building permit, add a northbound left-turn lane, a northbound through/right lane, modify striping to provide a southbound through lane, modify striping to provide a shared eastbound through/right lane, and a westbound left-turn lane.

4.16.6.2A	Prior to issuance of the first production home building permit, the master developer shall pay a 64% fair share contribution towards the construction of a traffic signal at the Masters Drive/California Avenue intersection.
4.16.6.3A	<p>Prior to the issuance of the first building permit after Phase 1, the master developer shall construct those improvements identified below as mitigation measures for year 2017 plus project conditions to improve levels of service in accordance with City requirements.</p> <ul style="list-style-type: none"> • Masters Drive/Eagle Glen Parkway: Install a traffic signal. • Bedford Canyon Road/Eagle Glen Parkway: Add a northbound right-turn lane with northbound right-turn overlap phasing, modify striping to provide a shared southbound left/through lane, and add a westbound left-turn lane. • Street “C”/Street “B”: Install a roundabout and an all-way lane at all approaches. • Street “A” – Street “D”/Street “B”: Install a roundabout and an all-way lane at all approaches. • Street “A”/Main Driveway (TAZ 4): Install a traffic signal, two northbound through lanes, a southbound left-turn lane, two southbound through lanes, a westbound left-turn lane, and a westbound right-turn lane. • Street “A”/South Driveway (TAZ 4): Install a stop sign on the westbound approach, two northbound through lanes, a southbound left-turn lane, two southbound through lanes, a westbound left-turn lane, and a single westbound approach lane.
4.16.6.3B	Prior to the issuance of the first building permit after Phase 1, the master developer shall pay a 99% fair share contribution towards the construction of either a roundabout or traffic signal at the Morales Way/Masters Drive intersection; a 27% fair-share contribution toward the construction of either a roundabout or traffic signal at the Masters Drive/Christopher Lane intersection; and a 98% fair-share contribution towards the construction of either a roundabout or stop sign control at the Via Castilla Street/Masters Drive intersection.

4.16.6.3C	Prior to the issuance of the first building permit, the master developer shall post bonds for the full amount of the total estimated cost of the I-15/Cajalco Road Interchange Improvement project.
4.16.6.4A	Prior to the issuance of the first building permit after Phase 1, the master developer shall make a fair share contribution towards the improvements identified below as mitigation measures for year 2035 plus project conditions. <ul style="list-style-type: none">• Masters Drive/Bennett Avenue: 32% of the cost to install a traffic signal.• Bedford Canyon Road/Georgetown Road: 100% of the cost to install a traffic signal.• I-15 Southbound Ramps/El Cerrito Road: 58% of the cost to add an eastbound right-turn lane.• Temescal Canyon Road/Cajalco Road: 91% of the cost to add a second southbound left-turn lane, a second eastbound through lane, and a westbound right-turn lane.• Street “C”/Eagle Glen Parkway: 100% of the cost to add a traffic signal.

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3.4.17 Utilities and Service Systems

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impacts	Would the Modified Project result in new or more severe impacts requiring revisions to the Prior EIR?	Would the Modified Project be implemented under changed circumstances resulting in new or more severe impacts requiring revisions to the Prior EIR?	Is there new information that would result in new or more severe impacts from the Modified Project requiring revisions to the Prior EIR?	Would the Modified Project result in eliminated, reduced, or no changes to impacts and no changes to the Prior EIR are required?
Would the project:				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with Federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Summary of Impacts Identified in Prior EIR

a) Exceed wastewater treatment requirements

The Prior EIR noted wastewater from the Approved Project would be treated at City Water Reclamation Facility (WRF) No. 2, and the City had planned upgrades to increase capacity at the facility to accommodate anticipated growth. The Prior EIR found the Approved Project would contribute to the need for expanded sewer facilities. The Prior EIR concluded impacts from the Approved Project would be mitigated to less than significant with implementation of Mitigation Measures 4.17.6.1A and 4.17.6.1B. The Prior EIR also noted the master project developer would pay a fair-share fee of

approximately 40 percent of the cost for the sewer system upgrade determined necessary to serve the Approved Project as stipulated in the Development Agreement between the City and the Approved Project master developer.

b) New or expanded water or wastewater treatment facilities

Water. The Prior EIR found imported water and its treatment were not proposed to expand significantly, due to use of available local groundwater supplies as managed by the City's Groundwater Management Plan (GWMP). The Water Supply Assessment (WSA) for the Approved Project noted groundwater is considered a reliable supply source that is not significantly affected by short-term droughts, as groundwater basins replenish in years with excess rainfall to supply water in drought years. During extended drought periods, groundwater elevations may fall, as the basins do not receive replenishment for an extended period of time. The Prior EIR found the GWMP identifies measures to decrease its reliance on imported water by utilizing groundwater and managing groundwater supplies by implementing sustainable groundwater management strategies in the GWMP. The Prior EIR noted the Approved Project would implement the same groundwater management strategies resulting in a less than significant impact with no mitigation required.

Wastewater. As noted previously, the Prior EIR concluded the Approved Project's impacts associated with wastewater treatment facilities would be mitigated to less than significant with implementation of Mitigation Measures 4.17.6.1A and 4.17.6.1B and the master project developer would pay a fair-share fee of approximately 40 percent of the cost for sewer system upgrades to WRF No. 2 as part of a Development Agreement.

c) New or expanded storm water drainage facilities

The Prior EIR noted stormwater flows from the Approved Project would be adequately detained and handled by a system of drainage facilities and detention basins to mitigate increased peak flows and mitigate how fast the increased volume would be released into the natural streambed. The Prior EIR noted the system included underground drainage facilities below streets construction within the AHSP, an open channel along the north side of the AHSP, a regional detention/water quality basin located in PA 12 and a local detention/water quality basin located in PA 14. The basins would detain storm water flows before outletting into Bedford Canyon Wash. The Prior EIR noted the basins would be designed to treat water quality pollutants prior to discharging waters into Bedford Canyon Wash.

The Prior EIR also assessed the impacts as well as the benefits from the planned widening, stabilization and restoration of Bedford Canyon Wash included as part of the Approved Project. The improvement project was developed to maintain and restore the natural channel in such a manner to minimize erosion to the existing bluff and perpetuating the sediment transport capabilities of the natural wash. The Prior

EIR noted each of the three design options would safely convey 100-year storm events and would achieve the following general hydraulic objectives:

- Accommodate the 100-year storm event for Bedford Canyon Wash in a burned and bulked condition with sufficient additional freeboard above design flow elevations.
- Protect the existing bluff on the east side of Bedford Canyon Wash from erosive velocities by either placing high velocity storm flows in a bypass channel or protecting the bluff with buried riprap.
- Lower the elevation of storm flows in either the bypass channel or Bedford Canyon Wash to an elevation below proposed Street “B” and adjoining residential building pads.
- Discharge storm flows at the downstream (northern) property line in a manner consistent with existing flows, including peak volumes, velocities, and debris conveyance.

The Prior EIR noted design of the Approved Project included storm water and water quality facilities and prescribed Mitigation Measure 4.9.6.2A requiring approval of a final WQMP that would result in less than significant impacts associated with altering existing drainage patterns, producing erosion and siltation, and exceeding the capacity of the storm water drainage system.

d) Adequate water supplies

The Prior EIR noted the City’s primary water source is groundwater from the Temescal, Bedford, and Coldwater groundwater sub-basins. The secondary source is water imported by the Metropolitan Water District of Southern California (MWDSC) from the Colorado River and the State Water Project (SWP). The MWDSC provides wholesale water to Western Municipal Water District (WMWD) who in turn sells water to the City.

The Prior EIR noted the City’s Groundwater Management Plan (GWMP) developed strategies for more sustainable management and use of groundwater resources to meet future water demands in recognition of decreasing groundwater levels in regional groundwater basins. The GWMP recommended these strategies be implemented through 2020 to reduce demands for imported water and to meet projected demands. The City shares one or more of the three groundwater sub-basins with the City of Norco, Home Gardens County Water District, Lee Lake Water District (LLWD), and Elsinore Valley Municipal Water District (EVMWD). LLWD participated in the GWMP and proposed a groundwater recharge project with recycled water in the Bedford Sub-basin.

The Prior EIR acknowledged the serious water supply issues facing California and noted Governor Brown’s 2015 declared State of Emergency due to drought conditions. The Prior EIR noted the City would rely solely on groundwater supplies to meet existing and future water demands in the event of a prolonged drought resulted in curtailed water supply deliveries from MWDSC. The Prior EIR analyzed

the Approved Project's effect on groundwater supplies should the City be forced to rely solely on groundwater to supply City water demand during a prolonged drought.

The Prior EIR noted the City's 2010 Urban Water Management Plan (UWMP) identified the availability of sufficient water supplies to meet future water demand in the City's service area including the additional water demand from the Approved Project in year 2030 under normal, single-dry and multiple-dry water years. The Prior EIR found the City had sufficient groundwater rights to extract the necessary water to serve the Approved Project, and noted additional groundwater supplies could be utilized to meet demand if necessary. The Prior EIR prescribed Mitigation Measures 4.9.6.3A and 4.9.6.3B requiring a project level water conservation plan and water conservation educational program, reducing impacts from the Approved Project on groundwater supplies to a less than significant level.

e) Adequate wastewater treatment capacity

As noted previously, the Prior EIR concluded the Approved Project's impacts associated with wastewater treatment facilities would be mitigated to less than significant with implementation of Mitigation Measures 4.17.6.1A and 4.17.6.1B and the master project developer would pay a fair-share fee of approximately 40 percent of the cost for sewer system upgrades to WRF No. 2 as part of a Development Agreement.

f) Adequate landfill capacity

The Prior EIR noted solid waste generated by the Approved Project would be hauled away by WMI and transported to the El Sobrante Landfill, located south of the City. The Prior EIR found adequate capacity existed at the receiving landfill, and the Approved Project would not significantly affect operations or the expected lifetime of the landfill. Therefore, the Prior EIR found no significant solid waste disposal impacts would occur as a result of the Approved Project.

g) Solid waste regulations

The Prior EIR noted all uses within the City that generate waste are required to coordinate with a waste hauler to develop collection of recyclable materials for the project on a common schedule as set forth in applicable local, regional, and State programs. Additionally, the Prior EIR noted all development within the City is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the El Sobrante Sanitary Landfill was reduced and no hazardous waste was received in accordance with existing regulations. The Prior EIR concluded the Approved Project would comply with applicable solid waste regulations resulting in a less than significant impact and no mitigation was required.

Impacts Associated with the Modified Project

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Prior EIR noted wastewater from the Approved Project would be treated at City Water Reclamation Facility (WRF) No. 2, and the City had planned upgrades to increase capacity at the facility to accommodate anticipated growth. The Prior EIR also noted the master project developer would pay a fair-share fee of approximately 40 percent of the cost for the sewer system upgrade determined necessary to serve the Approved Project as stipulated in the Development Agreement between the City and the Approved Project master developer. The incremental increase in wastewater generated by the Modified Project represents a small percentage of the total treatment capacity at WRF No. 2 and would not cause a new impact. Furthermore, a *Sewer System Hydraulic Analysis Bedford Marketplace* was prepared by Hunsaker & Associates (Appendix J to SEIR No. 2), which analyzed the capacity of the sewer system to accommodate the additional wastewater generated by the Modified Project. The study determined the proposed sewer lines and existing 12-inch sewer main within Bedford Canyon Road have sufficient capacity to accommodate the Modified Project. Therefore, no new or substantially greater impacts would occur with implementation of the Modified Project when compared to those identified in the Prior EIR. The Modified Project's impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

Water. The Prior EIR found the Approved Project would not have a significant impact on water supplies based on the conclusions of a Water Supply Assessment (WSA). A *Water Supply Assessment Update* was prepared for the Modified Project (Fusco, October 17, 2019), included in Appendix G-2 to SEIR No. 2, to analyze whether the additional commercial and hotel development associated with the Modified Project created a new impact on water supply. The WSA determined the Modified Project would increase water demand approximately 6.6 acre feet per year (AFY), which would increase the demand for the AHSP from 795.6 AFY to 802.2 AFY. Compared to the 2015 Urban Water Management Plan, the increased total water demand of 802.2 AFY would not result in a deficit in any planning scenario and the City would continue to have a water surplus.

Wastewater. As noted previously, the Prior EIR concluded the Approved Project's impacts associated with wastewater treatment facilities would be mitigated to less than significant with implementation of Mitigation Measures 4.17.6.1A and 4.17.6.1B and the master project developer would pay a fair-share

fee of approximately 40 percent of the cost for sewer system upgrades to WRF No. 2 as part of a Development Agreement. The incremental increase in wastewater generated by the Modified Project represents a small percentage of the total treatment capacity at the City Water Reclamation Facility No. 2 and would not cause a new impact.

Therefore, no new or substantially greater impacts would occur with implementation of the Modified Project when compared to those identified in the Prior EIR. The Modified Project's impacts are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The Bedford Marketplace commercial center has two drainage areas. The 10-acre portion originally included in PA 11 of the AHSP will continue to drain to an existing water quality/detention basin located in AHSP PA 12. This basin currently outlets into Bedford Canyon Wash and no new facilities are required and no impacts would occur. The Modified Project Site will drain to a new water quality/detention basin located in PA 12A. The construction of this basin has been analyzed in SEIR No. 2 as part of the overall development footprint and no impacts would occur. The basin within PA 12A will also outlet in Bedford Canyon Wash. A new outlet structure will be constructed as part of the Modified Project. The outlet structure has been located within the existing rip-rap lined banks and on the existing concrete pad crossing Bedford Canyon Wash. Therefore, the outlet structure will not impact the soft bottom portion of Bedford Canyon Wash and will not cause new biological impacts as analyzed in Section 3.4.4.

Therefore, no new or substantially greater impacts would occur with implementation of the Modified Project when compared to those identified in the Prior EIR. The Modified Project's impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required.

The original WSA for the Approved Project was based on data and information from the 2010 UWMP. Since approval of the original WSA, the City has updated and approved the 2015 UWMP. For this

reason, the 2019 WSA compares the additional water demands associated with the Modified Project with the findings from the updated 2015 UWMP as well as the 2015 UWMP.

The 2019 WSA includes a comparison of the differences for the Multiple Dry Year (MDY) scenarios contained in the 2010 and 2015 UWMPs. The WSA notes this comparison represents the worst-case scenario, as opposed to the Normal Dry Year (NDY) and Single Dry Year (SDY) scenarios also included in the UWMPs. The MDY from the 2010 UWMP projects a surplus of 6,289 AFY in 2015 increasing to 9,236 AFY from 2015-2035. The MDY from the 2015 UWMP projects a surplus of 5,933 AFY in 2020 decreasing to 2,535 AFY from 2020-2040. The 2019 WSA finds the City has a surplus of water available in the MDY scenarios summarized in the 2010 and 2015 UWMPs.

With the 802.2 AFY water demand from the AHSP as revised by the Modified Project are included in the capacity/surplus calculations from the 2015 UWMP, the Modified Project did not result in a deficit in any scenario. The 2019 WSA water demand calculations for each climate scenario from the 2015 UWMP projections minus the AHSP new water demand are a minimum surplus of 1,733 AFY in 2040 in the MDY scenario, representing the worst case scenario.

The water demands from the Modified Project do not alter the conclusion of the original WSA. The 2019 WSA determined water supplies are available to meet water demands from the revised AHSP in multiple climate scenarios (i.e. Normal, Single Dry, or Multiple Dry Years). The 2019 WSA concluded there are adequate water supplies to serve the Modified Project's anticipated water demand increases as well as other demands within the City's jurisdiction.

Mitigation Measures 4.9.6.3A and 4.9.6.3B from the Prior EIR requiring a project level water conservation plan and water conservation educational program are applicable to the Modified Project. The Modified Project's impacts regarding groundwater depletion are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. As noted previously, the Prior EIR concluded the Approved Project's impacts associated with wastewater treatment facilities would be mitigated to less than significant with implementation of Mitigation Measures 4.17.6.1A and 4.17.6.1B and the master project developer would pay a fair-share fee of approximately 40 percent of the cost for sewer system upgrades to WRF No. 2 as part of a Development Agreement. The incremental increase in wastewater generated by the Modified Project represents a small percentage of the total treatment capacity at the City Water Reclamation Facility No.

2 and would not cause a new impact. The Modified Project's impacts regarding wastewater treatment are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Prior EIR noted solid waste generated by the Approved Project would be hauled away by WMI and transported to the El Sobrante Landfill, located south of the City. The Prior EIR found adequate capacity existed at the receiving landfill, and the Approved Project would not significantly affect operations or the expected lifetime of the landfill. The incremental increase in solid waste generated by the Modified Project represents a small percentage of the total capacity at the El Sobrante Landfill and would not cause a change in the conclusion that sufficient capacity exists. The Modified Project's impacts regarding solid waste disposal are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

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

Eliminated, Reduced, or No Changes to Impacts and No Changes to the Prior EIR are Required. The Prior EIR noted all uses within the City that generate waste are required to coordinate with a waste hauler to develop collection of recyclable materials for the project on a common schedule as set forth in applicable local, regional, and State programs. Additionally, the Prior EIR noted all development within the City is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the El Sobrante Sanitary Landfill was reduced and no hazardous waste was received in accordance with existing regulations. The Modified Project would not change the requirements to comply with local, State, and Federal regulations, or the requirement to coordinate with the waste hauler. The Prior EIR concluded the Approved Project would comply with applicable solid waste regulations resulting in a less than significant impact and no mitigation was required. The Modified Project's impacts regarding solid waste disposal are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant) remains unchanged. This topic will not be evaluated further in this SEIR.

Cumulative Impacts Associated with the Proposed Project

Less Than Significant Impact/No Changes or No New Information Requiring Preparation of an EIR. The Modified Project would not generate a substantial increase in wastewater, drainage, water and solid waste services relative to the Approved Project analyzed in the Prior EIR. Therefore, the

Modified Project's level of cumulative impact to these utilities would not differ from the less than significant impact conclusion in the Prior EIR. The Modified Project's cumulative impacts associated with utilities are consistent with the impacts identified in the Prior EIR and the level of impact (less than significant with mitigation) remains unchanged. This topic will not be evaluated further in this SEIR.

Mitigation Measures Identified in Prior EIR and Applicable to Modified Project

The following mitigation measures from the Prior EIR were found to be applicable to the Modified Project:

Utilities and Service Systems	
4.17.6.1A	Prior to the issuance of grading permits for any development phase that would occur under the Specific Plan, the project proponent shall obtain verification from the City that planned wastewater capacity improvements at WRF2 or elsewhere in the city's wastewater system are in place and operational or said improvements are funded or under construction and will be available for service to completed homes and businesses.
4.17.6.1B	The City shall implement the mitigation and monitoring plan identified in the EIR for Wastewater Treatment Plant No. 2 as a part of any expansion of said plant. Alternatively, the Developer shall negotiate an advanced funding option for implementation of the mitigation and monitoring plan identified in the EIR for Wastewater Treatment Plant No. 2 in lieu of paying a Sewer Connection Fee for sewer capacity to ensure that wastewater plant capacity is available so phases of the project may proceed without being delayed. Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs would be periodically inspected during construction, and repairs would be made when necessary as required by the SWPPP.

4.0 UPDATED MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) was originally formulated based on the findings of the certified Environmental Impact Report (Certified EIR) for the Arantine Hills Specific Plan, State Clearinghouse No. 2006091093, approved in 2012. This MMRP has been updated with changes to mitigation measures included in SEIR No. 1 approved in 2016, an EIR Addendum approved in 2018, and SEIR No. 2. This MMRP is in compliance with Section 15097 of the CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.”

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UPDATED MITIGATION MONITORING AND REPORTING PROGRAM CHECKLIST

Project File Name: Arantine Hills Specific Plan Amendment Applicant: Bedford Marketplace, LLC

Date: February 2020

Mitigation Measure No. / Implementing Action	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
AIR QUALITY						
4.3.6.1A: Prior to the issuance of a grading permit, the project developer shall require by contract specifications that contractors shall place construction equipment staging areas at least 200 feet away from sensitive receptors. Contract specifications shall be included in the project Specific Plan construction documents, which shall be reviewed by the City.	City of Corona Public Works Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order
4.3.6.1B: Prior to the issuance of a grading permit, the project developer shall require by contract specifications that contractors shall utilize power sources (e.g., power poles) or clean-fuel generators. Contract specifications should be included in the Specific Plan construction documents, which shall be reviewed by the City.	City of Corona Public Works Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order
4.3.6.1C: Prior to the issuance of a grading permit, the project developer shall require contract specifications that contractors shall utilize California Air Resources Board (CARB) Tier II Certified equipment or better during the rough/mass grading phase for the following pieces of	City of Corona Public Works Building and Safety	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and		Withhold Grading Permit and/or Issuance

equipment: rubber-tired dozers and scrapers. Contract specifications shall be included in the Specific Plan construction documents, which shall be reviewed by the City.	Planning Division			on-site inspection.		of a Stop Work Order
4.3.6.1D: Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor uses 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export) to the extent feasible. If the project applicant and his contractor determine that 2010 model year or newer diesel trucks cannot be obtained, the project applicant shall notify the City that trucks with EPA 2007 model year NO _x emissions shall be utilized.	City of Corona Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order
4.3.6.1E: Prior to issuance of building permits, the project applicant shall provide evidence to the City that his contractor use on-site construction equipment that meet EPA Tier 3 or higher emissions standards according to the following schedule: <ul style="list-style-type: none"> • Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD 	City of Corona Building and Safety Planning Division	Prior to Grading and during grading and construction operations.	Prior to Issuance of Grading Permit	Review of construction documents and on-site inspection.		Withhold Grading Permit and/or Issuance of a Stop Work Order

operating permit shall be provided at the time of mobilization of each applicable unit of equipment.						
<p>4.3.6.1F: The City shall encourage construction contractors to apply for SCAQMD “SOON” funds by advising project applicants and their contractors of this programs availability. Information on this program can be found at the following website: http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&parent=vehicle-engine-upgrades.</p>	The City of Corona Building and Safety Planning Division	Prior to site grading.	Prior to issuance of a grading permit	The City shall provide the applicant and the construction contractor(s) the relevant information.		Withhold Grading Permit
<p>4.3.6.3A: Prior to the issuance of each building permit, the project applicant shall require by contract specifications that architectural coatings require the use of either HVLSP spraying equipment or manual application techniques to apply architectural coatings. Contract specifications shall be included in the Specific Plan construction documents, which shall be reviewed by the City.</p>	City of Corona Building and Safety	Prior to Construction (once)	Prior to issuance of Building Permit	Review of construction documents and on-site inspection		Withhold Building Permit and/or Issuance of a Stop Work Order
<p>4.3.6.4A: Prior to issuance of each building permit associated with the Specific Plan, building and site plan designs shall ensure that the project’s energy efficiencies surpass applicable 2008 California Title 24, Part 6 Energy Efficiency Standards by a minimum of 20 percent. Verification of increased energy efficiencies shall be documented in Title 24 Compliance Reports provided by the Applicant, and reviewed and approved by the City. Any combination of the following design features may be used to fulfill this requirement provided that the total increase in energy efficiency meets or exceeds 20 percent:</p>	City of Corona Building and Safety Planning Division	Prior to Construction (once)	Prior to Issuance of Building Permits	Review of building plans and on-site inspection		Withhold Building Permits

<ul style="list-style-type: none"> • Exceed 2008 California Title 24 Energy Efficiency performance standards for water heating and space heating and cooling. • Increase in insulation such that heat transfer and thermal bridging is minimized. • Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption. • Incorporate dual-paned or other energy efficient windows. • Incorporate energy efficient space heating and cooling equipment. • Install interior and exterior energy efficient lighting which exceeds the 2008 California Title 24 Energy Efficiency performance standards including but not limited to automatic devices to turn off lights when they are not needed. • To the extent that they are compatible with landscaping guidelines established by the City, include shade-producing trees, particularly those that shade paved surfaces such as streets and parking lots and buildings, within the project site. • Use light and off-white colors in the paint and surface color palette for project buildings to reflect heat away. • All buildings shall be designed to accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design. 						
<p>4.3.6.4B: Prior to issuance of each building permit associated with the Specific Plan, the following design features shall be implemented to reduce energy demand associated with potable water conveyance:</p> <ul style="list-style-type: none"> • Landscaping palette emphasizing drought-tolerant plants; 	<p>City of Corona Building and Safety Planning Division</p>	<p>Prior to Construction (once)</p>	<p>Prior to Issuance of Building Permits and Final Site Plan Approval</p>	<p>Review of final site plan and building plans and on-site inspection.</p>		<p>Withhold Building Permits</p>

<ul style="list-style-type: none"> • Use of water-efficient irrigation techniques; and • U.S. EPA Certified WaterSense labeled for equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads. 						
<p>4.3.6.4E: The developer shall provide electric car charging infrastructure for multi-family residential and commercial land uses.</p>	<p>City of Corona Building and Safety Planning Division</p>	<p>Prior to Construction (once)</p>	<p>Prior to Issuance of Building Permits and Final Site Plan Approval</p>	<p>Review of final site plan and building plans and on-site inspection.</p>		<p>Withhold Building Permits</p>
<p>4.3.6.1H: The developer(s) within the multi-family and single family developments shall provide outside electric outlets and natural gas stub outs.</p>	<p>City of Corona Building and Safety Planning Division</p>	<p>Prior to Construction (once)</p>	<p>Prior to Issuance of Building Permits and Final Site Plan Approval</p>	<p>Review of final site plan and building plans and on-site inspection.</p>		<p>Withhold Building Permits</p>
<p><u>4.3.6.1I:</u> When using construction equipment greater than 150 horsepower (>150 HP) during soil import/hauling activity, the Construction Contractor shall ensure that off-road diesel construction equipment complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 emission standards or equivalent and shall ensure that all construction equipment is turned and maintained in accordance with the manufacturer’s specifications.</p>	<p><u>City of Corona Building and Safety Planning Division</u></p>	<p><u>Prior to Grading and during grading and construction operations.</u></p>	<p><u>Prior to Issuance of Grading Permit</u></p>	<p><u>Review of construction documents and on-site inspection.</u></p>		<p><u>Withhold Grading Permit and/or Issuance of a Stop Work Order</u></p>

BIOLOGICAL RESOURCES						
<p>4.4.5.1A: If grading and construction activities begin during the California gnatcatcher breeding season (February 15 through August 30), a qualified biologist shall survey all potential nesting vegetation within and adjacent to the site for nesting birds, prior to commencing vegetation removal. Surveys shall be conducted at the appropriate time of day. If no nesting birds were observed, project activities may begin. If an active bird nest is located, the nest site shall be fenced a minimum of 500 feet in all directions, and this area shall not be disturbed until after the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be impacted by the activities. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas provided the qualified biologist develops a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). This monitoring plan will be submitted to the City of Corona for approval prior to work within the buffer.</p>	<p>City of Corona Planning Division</p>	<p>Prior to Grading</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Submittal of Evidence that the pre- construction survey has been completed.</p>		<p>Withhold Grading Permit</p>
<p>4.4.5.2A: Pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present shall be conducted by a qualified biologist (as determined by the City of Corona) within 30 days prior to the commencement of ground disturbing activities.</p> <p>If active burrowing owl burrows are detected during the breeding season, all work within 300 feet of any active burrow will be halted until that nesting effort is finished. The on-site biologist will review and verify compliance with these boundaries and will verify the nesting effort has</p>	<p>City of Corona Planning Division</p>	<p>Prior to grading</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Submittal of Evidence that a qualified biologist has been hired and the pre- construction survey has been completed.</p>		<p>Withhold Grading Permit</p>

<p>finished. Work can resume when no other active burrowing owl burrows are found.</p> <p>If active burrowing owl burrows are detected outside the breeding season, then passive and/or active relocation may be approved following consultation with CDFW and/or USFWS. If owls are found to be present on site, the CDFW should be notified within three days of the detection of occupied burrows, and a project burrowing owl conservation strategy should be developed in cooperation with the CDFW, USFWS, and the Western Riverside County Regional Conservation Authority. One-way doors may be installed as part of a passive relocation program. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and backfilled to ensure that animals do not reenter the holes/dens.</p> <p>Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the City for mitigation monitoring compliance record keeping.</p>				<p>Submittal of a report of the survey findings to the City.</p> <p>If active burrows are detected provide evidence to the City that the passive relocation plan has been approved by CDFW and USFWS.</p>		
<p>4.4.5.2B: <u>A Biological Monitor shall be onsite during the initial ground disturbances to identify and locate any red-diamond rattlesnake within the PAs 11 and 12A. Should any red-diamond rattlesnake species be located within the Project site, construction and earthwork within the immediate area of the identified species shall cease to allow for the species to vacate or be relocated from the area safely. Work can resume when the species has vacated the immediate ground disturbances work area. To reduce harm to the red-diamond rattlesnake and other species in the areas being disturbed, the following best management practices shall be added to the soil import and grading plans:</u></p>	<p>City of Corona Planning Division</p>	<p>Prior to site grubbing or grading</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Submittal of evidence that a qualified biologist has been hired and the pre-construction survey has been completed.</p> <p>Submittal of a report of the</p>		<p>Withhold Grading Permit</p>

<ul style="list-style-type: none"> • <u>Work area limits will be defined and respected. All grading areas will have their boundaries clearly flagged or marked before Project implementation and all disturbances will be confined to the flagged areas. All key Project personnel will be instructed that their activities must be confined to locations within the flagged areas. Disturbance beyond the actual grading zone is prohibited without site-specific surveys.</u> • <u>Cleared or trimmed non-native, exotic vegetation, and woody debris will be disposed of in a legal manner at an approved disposal site.</u> • <u>Employees, contractors, and site visitors will be prohibited from collecting plants and wildlife.</u> • <u>Water pollution and erosion control plans will be developed and implemented in accordance with SWPPP requirements.</u> • <u>Access to construction sites will be via preexisting access routes.</u> • <u>Construction equipment will be properly maintained; construction employees and contractors will be trained on proper implementation and monitoring of BMPs; and procedures will be implemented to minimize the likelihood of hazardous spills and to control sediment-laden runoff.</u> • <u>Effective perimeter control BMPs to control discharge of pollutants from the Project site during construction.</u> • <u>All temporary construction-related night lighting used in onsite development areas will be shielded and/or directed downward to avoid indirect impacts to nocturnal wildlife such that night lighting could increase predation rates.</u> • <u>All construction contractors, subcontractors, and employees will comply with the litter and pollution</u> 				<p>survey findings to the City.</p>		
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<p><u>laws and will institute a litter control/removal program during the course of construction activities to reduce the attractiveness of the area to opportunistic predators such as coyotes, opossums, and common ravens.</u></p> <ul style="list-style-type: none"> • <u>Active nests (nests with chicks or eggs) cannot be removed or disturbed. Nests may be removed or disturbed by a qualified biologist, if not active.</u> <p>The removal of potential nesting bird habitat will be conducted outside of the nesting season (February 15 to September 15<u>August 31</u>) to the extent feasible. If grading or site disturbance is to occur between February 15 and Aug September 15<u>August 31</u>, a nesting bird survey shall be conducted by a qualified biologist (as determined by the City of Corona) within no more than five days<u>72 hours</u> of scheduled vegetation removal, to determine the presence of nests or nesting birds. If active nests are identified, the biologist will establish buffers around the vegetation (500 feet for raptors <u>and sensitive species</u>, 200 feet for non-raptors/<u>non-sensitive species</u>). All work within these buffers will be halted until the nesting effort is finished (i.e. the juveniles are surviving independent from the nest). The on-site biologist will review and verify compliance with these nesting boundaries and will verify the nesting effort has finished. Work can resume when no other active nests are found. <u>Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.).</u> Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to the CDFW<u>City</u> for mitigation monitoring compliance record keeping. If vegetation clearing is not completed within five days<u>72 hours</u> of a</p>						
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negative survey, the nesting survey must be repeated to confirm the absence of nesting birds.						
4.4.5.3A: Prior to the issuance of grading permits for the affected jurisdictional areas, the project applicant shall provide evidence to the City that a Section 404 Permit from the USACE, a Section 401 Permit from the RWQCB, and a Section 1602 Streambed Alteration Agreement from the CDFW have been obtained for impacts to jurisdictional waters in the project site.	City of Corona Planning Division	Prior to grubbing and grading	Prior to Issuance of Grading Permit	Provide evidence to the City that the 404 Permit, 401 Permit and Section 1602 Agreement have been obtained.		Withhold Grading Permit
4.4.5.3B: Prior to the issuance of grading permits for the affected jurisdictional areas, a Determination of Biological Superior or Equivalent Preservation (DBESP) shall be submitted to the Riverside Conservation Authority (RCA) identifying potential impacts to riparian/riverine areas, discussing why avoidance of impacts to riparian/riverine areas was not feasible, and identifying compensation for the loss of riparian/riverine areas.	City of Corona Planning Division	Prior to grubbing and grading	Prior to Issuance of Grading Permit	Provide evidence the DBESP has been submitted to the RCA and mitigation in the DBESP is approved by the RCA and City.		Withhold Grading Permit
4.4.5.3C: The Applicant shall mitigate for the permanent loss of USACE and CDFW jurisdictional and MSHCP riparian/riverine resources on site at a 2:1 ratio. Mitigation may occur on-site within Bedford Canyon Wash or one of its tributaries; mitigation may occur through applicant-sponsored mitigation at an off-site location within the MSHCP boundaries; or mitigation may occur through purchase of credits at an approved mitigation bank or in-lieu	City of Corona Planning Division	Prior to grubbing and grading	Prior to Issuance of Grading Permit	Provide evidence to the City or participation in a mitigation bank or in-lieu fee program has been		Withhold Grading Permit

fee program such as the Santa Ana Watershed Association (SAWA) In-Lieu Fee Wetland Creation Program or equivalent, if available.				secured by the applicant.		
4.4.5.3D Following the completion of grading, all of USACE and CDFW jurisdictional areas that will be temporarily impacted shall be restored using native vegetation.	City of Corona Planning Division	Onsite inspection after grading	After onsite grading.	Onsite inspection.		Withhold Occupancy permits and/or Issuance of a Stop Work Order.
4.4.5.3E: For Bedford Canyon Wash design options 2 and 3, it is anticipated that periodic maintenance may be necessary within the soft bottom channel/Bedford Canyon Wash, such as trash and invasive species removal; riprap and grade control structure repair; therefore, an Operations and Maintenance Manual or Long Term Management Plan shall be prepared, subject to the approval of the Resource Agencies, which will identify the appropriate methods and timing regarding the maintenance of the restored wash.	City of Corona Planning Division Riverside County Flood Control and Water Conservation District	Prior to Grading	Prior to Issuance of Grading Permits for the affected jurisdictional areas	Submittal by applicant of Evidence that the Operations and Maintenance Manual has been approved by the Resource Agencies.		Withhold Grading Permit
CULTURAL RESOURCES						
4.5.6.1A: The applicant shall retain a qualified archaeological monitor who shall prepare an Archaeological Resources Mitigation Monitoring Plan in consultation with the Native American Tribe. The qualified archaeological monitor shall attend all pre-grading meetings to inform the grading and excavation contractors of the archaeological resources mitigation program and shall instruct them with respect to its implementation. The qualified archaeological	City of Corona Planning Division	Prior to grading and on-going during ground disturbing activities.	Prior to Issuance of Grading Permit	Provide evidence to the City that a qualified archeologist(s) monitor has been retained, and that the		Withhold Grading Permit and/or Issuance of a Stop Work Order

<p>monitor shall be on site at all times during the initial phases of clearing and rough grading <u>in the Modified Project Site (PAs 11 and 12A) and Approved Project (PA 14) if Soil Import Alternative 2 is implemented</u> to inspect cuts for archaeological and cultural resources. If such resources are discovered, and are in danger of loss and/or destruction, the qualified archaeological monitor shall recover them. In instances where recovery requires an extended salvage time, the qualified archaeological monitor shall be allowed to temporarily direct, divert or halt grading to allow recovery of resource(s) in a timely manner. Recovered archaeological resources, along with copies of pertinent field notes, photographs, and maps, shall be deposited in a certified curation facility that meets the standards of the California Office of Historic Preservation. The resources shall be recorded in the California Archaeological Inventory Database. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. A final monitoring report shall be submitted to the City within 30 days of the end of monitoring activities.</p>				<p>monitor will be present during all grading and other significant ground-disturbing.</p> <p>A report of findings shall be submitted to the City 30 days of the end of monitoring activities.</p>		
<p>4.5.6.1B: All grading, excavation, and ground-breaking activities shall be monitored by a qualified tribal monitor(s). The project applicant shall pay all fees associated with such tribal monitors(s) and shall contact the Native American Tribe at least 30 days before pulling grading permits from the City. In the event of the discovery of Native American burial(s), the qualified tribal monitor(s) will have the authority to temporarily stop and redirect grading activities, in consensus with the archaeological monitor. The tribal monitor(s) shall attend all pre-grading meetings to assist the archaeological monitor with informing the grading and</p>	<p>City of Corona Planning Division</p>	<p>Prior to grading, excavation, and ground-breaking activities.</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Provide evidence to the City that a tribal monitor or fees have been paid to the City to retain a tribal monitor has been retained, and that the</p>		<p>Withhold Grading Permit and/or Issuance of a Stop Work Order</p>

<p>excavation contractors of the archaeological resources mitigation program and instruct them with respect to its implementation. The qualified tribal monitor shall be on site at all times during clearing and rough grading to inspect cuts for archaeological and cultural resources.</p>				<p>monitor will be present during all grading and other significant ground-disturbing.</p>		
<p>4.5.6.1C: The developer shall enter into a Treatment and Disposition Agreement with the appropriate Native American Tribe prior to the issuance of a grading permit. The Treatment and Disposition Agreement shall identify the treatment of cultural items (artifacts) and the treatment and the disposition of human remains.</p>	<p>City of Corona Planning Division</p>	<p>Prior to grading, excavation, and ground-breaking activities.</p>	<p>Prior to Issuance of Grading Permit</p>	<p>The developer shall submit to the City a copy of the Treatment and Disposition Agreement entered into between the developer and the Native American Tribe.</p>		<p>Withhold Grading Permit and/or Issuance of a Stop Work Order</p>
<p>4.5.6.1D: Unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and is not subject to public disclosure requirements of the California Public Records Act, pursuant to the specific exemption set forth in California Government Code Section 6254(r).</p>	<p>City of Corona Planning Division</p>	<p>On-going as necessary during grading and construction phase.</p>	<p>During grading and construction phase.</p>	<p>A written agreement is entered into by the City, developer and Coroner.</p>		<p>Issuance of a Stop Work Order.</p>

<p>4.5.6.2A: Prior to the issuance of grading permits, the project proponent shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Program (PRIMP). The PRIMP shall include the provision of a trained paleontological monitor during on-site soil disturbance activities on the north and south sides side of Bedford Wash within the Modified Project site (<u>revised PA 11 and new PA 12</u>APAs 16 and 17) and Approved Project (PA 14) if Soil Import Alternative 2 is implemented boundary. The monitoring for paleontological resources shall be conducted on a full-time basis during the rough-grading phases of the Modified Project site within native soils that have the potential to harbor paleontological resources.</p>	<p>City of Corona Planning Division</p>	<p>Prior to grading, excavation, and ground-breaking activities.</p>	<p>Prior to Issuance of Grading Permit</p>	<p>A Paleontological Resource Impact Mitigation Program (PRIMP) shall be submitted to the City for review and approval.</p>		<p>Withhold Grading Permit</p>
<p>4.5.6.2B: The paleontological monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples of soil shall be collected and processed to recover micro-vertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains.</p>	<p>City of Corona Planning Division</p>	<p>During grading, excavation, and ground-breaking activities.</p>	<p>During grading, excavation, and ground-breaking activities.</p>	<p>On-site inspection.</p>		<p>Issuance of a Stop Work Order.</p>
<p>4.5.6.2C: If paleontological resources are unearthed or discovered during excavation of the Specific Plan area, the following recovery processes shall apply:</p> <ul style="list-style-type: none"> • Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques. • All fossils collected during the project shall be prepared to a reasonable point of identification. 	<p>City of Corona Planning Division</p>	<p>During grading, excavation, and ground-breaking activities.</p>	<p>During grading, excavation, and ground-breaking activities.</p>	<p>On-site inspection.</p>		<p>Issuance of a Stop Work Order.</p>

<p>Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.</p> <ul style="list-style-type: none"> • A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared. • All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository (such as the Western Center for Archaeology & Paleontology, the Riverside Metropolitan Museum, or the San Bernardino County Museum) for permanent curation and storage. 						
GEOLOGY AND SOILS						
<p><u>4.6.6.1A: Prior to the grading of areas to receive structural fill or engineered structures, these areas should be cleared of surface obstructions and unsuitable material (such as undocumented fill, colluvium, and topsoil). Vegetation and debris should be removed and properly disposed of offsite. Holes resulting from the removal of buried obstructions, which extend below proposed removal bottoms, should be replaced with suitable compacted fill material. Prior to the initiation of any on site construction, the project contractor shall remove all loose, compressible alluvial and fill materials from areas to receive engineered compact fill. Actual depths of removal shall be verified during future site-specific preliminary soils investigations and ultimately</u></p>	<p>City of Corona Planning Division Public Works</p>	<p>During grading, excavation, and ground-breaking activities.</p>	<p>Prior to on-site construction.</p>	<p>Review of construction documents and on-site inspection.</p>		<p>Issuance of Stop Work Order.</p>

<p>during the grading operation by observation and in place density testing.</p>						
<p>4.6.6.1B: <u>Onsite Soils/Unsuitable.</u> All unsuitable and potentially compressible materials not removed by design cuts shall be excavated to competent materials and replaced with compacted fill soils. This includes all existing undocumented artificial fill, residual soil, and upper portions of the previously placed compacted fill within PA 11 and alluvial deposits. Specific procedures by soil type are summarized below.</p> <p><u>Previously Placed Artificial Fill:</u> The previously placed compacted fill within PA 11 are considered suitable to support proposed structures and/or additional fill placement. The upper 1-foot of the previously placed fill soils shall be removed and replaced with compacted fill soils in order to remove any weathered or desiccated materials.</p> <p><u>Alluvial Deposits:</u> Alluvial deposits are generally located within the Modified Project Site. The upper approximately 5 feet of the alluvial deposits is loose, weathered, and/or desiccated and shall be removed and replaced with compacted artificial fill soils. Removal depths are estimated to range between approximately 1 to 5 feet below existing grade. Localized areas of deeper removals should be anticipated during grading. Removal bottoms should be extended laterally in order to support a 1:1 (horizontal to vertical) projection away from proposed structures or improvements. The actual depths and lateral extents of removals will be determined by the geotechnical consultant</p>	<p>City of Corona Planning Division Building and Safety Engineering</p>	<p>During grading, excavation, and ground-breaking activities.</p>	<p>Prior to on-site construction.</p>	<p>Review of grading and construction documents and on-site inspection.</p>		<p>Issuance of Stop Work Order.</p>

<p><u>during grading based on the actual subsurface conditions encountered.</u></p> <p><u>Several methods shall be utilized in determining the suitability of the material observed in the removal bottom excavations. Observation of material, proof rolling, probing, and occasional field density testing of the removal bottoms shall be performed by a field technician and/or field geologist to verify removal bottom suitability. When field density test data is utilized for the approval of a removal bottom, an in-place relative compaction of 85 percent or greater and/or a degree of saturation of 85 percent or greater will be considered suitable.</u></p> <p><u>Onsite Soils/Over-Excavation. In order to provide a uniform fill blanket beneath proposed structures, design cut and cut/fill transition pads shall be over-excavated a minimum of 3 feet below ultimate finish pad grade based on the future rough grading design. A maximum 3:1 differential fill thickness underneath individual lots shall be maintained in order to reduce the potential for future differential settlement. Over-excavation shall extend laterally a minimum of 5 feet beyond proposed building footprints.</u></p> <p><u>Streets in design cut areas shall be over-excavated a minimum of 2 feet below design subgrade elevations. In addition, retaining wall footings located on cut or a cut/fill transition should be over-excavated a minimum of 2 feet below and 2 feet beyond the edges of the proposed footings.</u></p> <p><u>Utility excavations may be completed utilizing typical heavy machinery. The native soils at the site are generally uncemented alluvial soils (Class "C" per Cal OSHA) and are anticipated to be unstable when excavated vertically. At the</u></p>						
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<p><u>owner's discretion the streets could be over-excavated, such that utility trenches will then be excavated through compacted fill soils. If desired, it is recommended that the street over-excavation extend approximately 2-foot below the lowest utility.</u></p> <p><u>Over-excavations/undercuts must be confirmed and mapped by the geotechnical consultant prior to subsequent fill placement. The actual depth and lateral extents of over-excavation should be determined by the geotechnical consultant during grading based on the actual subsurface conditions encountered. Estimated removals in the previously graded portin of PA 11 may extend deeper than the recommended over-excavation in order to remove unsuitable materials.</u></p> <p><u>Removal Bottoms and Subgrade Preparation.</u> <u>Removal bottoms, over-excavation bottoms, and areas to receive compacted fill shall be scarified to a minimum depth of 6 to 8 inches, brought to a near-optimum moisture condition (generally within optimum and 2 percent above optimum moisture content) and re-compacted per project requirements. Removal bottoms, over-excavation/undercut bottoms, and areas to receive fill shall be observed and accepted by the geotechnical consultant prior to fill placement.</u></p> <p><u>Temporary Excavations.</u> <u>Temporary excavations shall be performed in accordance with project plans, specifications, and applicable Occupational Safety and Health Administration (OSHA) requirements. Excavations shall be laid back or shored in accordance with OSHA requirements before personnel or equipment are allowed to enter. The majority of site alluvial soils are anticipated to be OSHA</u></p>						
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<p><u>Type “C” soils. Soil conditions shall be regularly evaluated during construction to verify conditions are as anticipated. The contractor shall be responsible for providing the “competent person” required by OSHA standards to evaluate the soil conditions. Close coordination with the geotechnical consultant shall be maintained to facilitate construction while providing safe excavations. Excavation safety is the sole responsibility of the contractor.</u></p> <p><u>Vehicular traffic, stockpiles, and equipment storage shall be set back from the perimeter of excavations a minimum distance equivalent to a 1:1 projection from the bottom of the excavation or 5 feet, whichever is greater. Once an excavation has been initiated, it shall be backfilled as soon as practical. Prolonged exposure of temporary excavations may result in some localized instability. Excavations shall be planned so that they are not initiated without sufficient time to shore/fill them prior to weekends, holidays, or forecasted rain.</u></p> <p>All on-site soils shall provide adequate quality fill material provided they are free from organic matter and other deleterious materials. Rock or similar irreducible material with a maximum dimension greater than six inches shall not be buried or placed in fills. However, oversized materials, with a maximum dimension greater than 8 inches, may be placed in fills or buried on site in accordance with recommendations proved by the geotechnical engineer during grading. Oversized material may be stockpiled for landscaping purposes or placed in a rock disposal area as approved by the project owner, developer, geotechnical engineer, and City. Import fill shall be inorganic, non-expansive granular soils free from rocks or lumps greater than six inches in maximum dimension. Sources for import</p>						
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<p>fill shall be approved by the project geotechnical engineer prior to their use. Fill shall be spread in maximum eight inch uniform loose lifts; each lift brought to near optimum moisture content, and compacted to a relative compaction of at least 90 percent in accordance with ASTM D 1557.</p>						
<p><u>4.6.6.1A: Stabilization fills shall be constructed on proposed cut slopes over 5 feet in height in accordance with the detail provided in Appendix D. Keyway widths shall be a minimum of 15 feet wide. Keyways shall be a minimum of 2 feet deep, determined from the lowest toe-of-slope elevation, and tilted back towards the heel a minimum 2 percent or 1-foot (whichever is greater).</u></p> <p><u>Stabilization fill backcuts shall be excavated so that at least a minimum 15-foot fill width is maintained for the entire height of the stability fill slope. In general, backcuts shall be excavated at a maximum 1.5:1 (horizontal to vertical) inclination. Properly outletted back drains shall be constructed along stabilization fill backcuts in accordance with Appendix D in the Geotechnical Evaluation, General Earthwork and Grading Specifications for Rough Grading. Flatter backcut inclinations may be required based on observed conditions during grading. The backcuts should not be initiated prior to forecasted rain or be left open for extended periods of time.</u></p> <p><u>Backcuts and keyway excavations must be geologically mapped by the geotechnical consultant during excavation to confirm the anticipated conditions. If adverse conditions are exposed, additional analysis and/or remediation measures may be required. The grading contractor must trim the backcuts with a slope board to remove loose material to allow</u></p>	<p>City of Corona Public Works Building and Safety</p>	<p>Prior to grading</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Review of grading and construction documents, site specific preliminary soils investigations, and on-site inspection.</p>		<p>Withhold Grading Permit and/or Issuance of Stop Work Order</p>

<p><u>for confirmational mapping. Updated and/or revised geotechnical recommendations may be required based on observed conditions.</u></p> <p>Cut and fill slopes shall be planned at gradients no steeper than two horizontal to one vertical. Additional information regarding any proposed cut slopes and the existing natural slope stability should be addressed within the site specific preliminary soils investigations when grading/development plans are made available for the specific tracts/development areas.</p>						
<p><u>4.6.6.1D: Design fill slopes are anticipated to be both grossly and surficially stable as designed provided they are constructed in accordance with Appendix D in the Geotechnical Evaluation, General Earthwork and Grading Specifications for Rough Grading and properly maintained subsequent to construction. Fill slopes shall be constructed with a maximum slope ratio of 2:1 (horizontal to vertical). Slope faces shall also be compacted to project recommendations. To improve surficial stability, vegetation specified by the landscape architect shall be established on the slope face as soon as it is practical.</u></p> <p>Where fills are to be placed against existing slopes steeper than five horizontal to one vertical, the fill shall be properly keyed and benched into competent native materials. The key, constructed across the toe of the slope, shall be a minimum of 12 to 15 feet wide, a minimum of two feet deep at the toe, and sloped back at 2 percent. Benches shall be constructed at approximately two to four feet vertical intervals.</p>	<p>City of Corona Public Works Building and Safety</p>	<p>During grading, excavation, and ground-breaking activities.</p>	<p>Prior to on-site construction.</p>	<p>Review of grading and construction documents, site specific preliminary soils investigations, and on-site inspection.</p>		<p>Issuance of Stop Work Order</p>

<p>4.6.6.1E: <u>Graded slopes shall be planted with groundcover vegetation as soon as practical to protect against erosion by reducing runoff velocity. Deep-rooted vegetation that requires little water and is able to survive local climate conditions shall also be established to protect against surficial slumping. Under no circumstances shall slopes be allowed to be bare of vegetation. Landscape vegetation must not be “trimmed” to root structures leaving no protection of the slopes. Irrigation levels shall be kept to the minimum level necessary to establish healthy plant growth. Slopes must not be overwatered. If automatic sprinklers are used, they must be adjusted during periods of rainfall. A landscape professional must be consulted for landscape recommendations.</u></p> <p><u>A program for the elimination of burrowing animals in both native and graded slope areas must be established to protect slope stability by reducing the potential for surface water to penetrate into the slope face. Continuous erosion control, rodent control, and maintenance are essential to the long-term stability of all slopes. Trenches excavated on a slope face for utility or irrigation lines and/or for any purpose must be properly backfilled and compacted to project recommendations to the slope face. Observation/testing and acceptance by the geotechnical consultant during trench backfill are recommended. V-ditches shall be inspected and cleared of loose soil and/or debris on a routine basis, especially prior to and during the rainy season.</u></p> <p><u>Slopes at the project site shall be planted with a deep-rooted groundcover as soon as possible after completion. The use of succulent ground covers such as iceplant or sedum is not recommended. If watering is necessary to sustain plant growth on slopes, then the watering operation shall be</u></p>	<p>City of Corona Public Works Building and Safety</p>	<p>During construction after on-site grading</p>	<p>During construction after on-site grading</p>	<p>Review of grading and construction documents, site specific preliminary soils investigations, and on-site inspection.</p>		<p>Issuance of Stop Work Order</p>
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monitored to ensure proper operation of the irrigation system and to prevent overwatering.						
4.6.6.1F: Prior to the initiation of any on-site construction, evidence shall be submitted to the City for review and approval that on-site development has incorporated the design and siting recommendations detailed in the site-specific geotechnical evaluation investigation.	City of Corona Public Works Building and Safety	Prior to Construction and during construction	Prior to Construction and during construction	Review of grading and construction documents, detailed in the site-specific geotechnical investigation, and on-site inspection.		Withhold Building Permit
4.6.6.2A: On-site soils and any imported soils for individual tracts/development areas shall be evaluated for their expansion potential prior to grading and ultimately following completion of the grading operation. The evaluation shall determine and identify specialized construction procedures to specifically resist expansive soil activity in accordance with the CBC and/or applicable local ordinances.	City of Corona Public Works Building and Safety	During grading and construction	Prior to grading and construction	Submit to the City evidence that the soils have been evaluated and construction measures to reduce soil expansion will be implemented.		Withhold Grading Permit and/or Issuance of Stop Work Order
GREENHOUSE GASES AND GLOBAL CLIMATE CHANGE						
4.7.6.1A: Prior to the issuance of each grading permit associated with the Specific Plan, the project developer shall develop and implement a construction waste management plan that would require the recycling and/or salvaging of non-hazardous construction and demolition waste.	City of Corona Building and Safety Planning Division	Prior to issuance of each grading permit.	Prior to issuance of grading permits	Review of construction documents and on-site inspection		Withhold Grading Permit

<p>4.7.6.1B: Prior to the issuance of each building permit associated with the Specific Plan, the project developer shall facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills by providing easily accessible areas that serve each building and are dedicated to the collection and storage of paper, cardboard, glass, plastics, and metals.</p>	<p>City of Corona Building and Safety Planning Division</p>	<p>Prior to construction</p>	<p>Prior to issuance of building permits</p>	<p>Review of construction documents and on-site inspection</p>		<p>Withhold Building Permit</p>
<p>HAZARDOUS MATERIALS</p>						
<p>4.8.6.1B: If soil from any location on the project site is to be removed or transported off site, the soil export must have a DDT level of less than 1 part per million (ppm). Soil to be exported off site shall be tested, and verification of the soil results shall be submitted to the City for review prior to the issuance of soil export operations.</p>	<p>City of Corona Building and Safety Planning Division</p>	<p>Prior to Grading</p>	<p>Prior to issuance of grading permits</p>	<p>Submit to the City for review and approval a Hazardous Waste Phase II.</p>		<p>Withhold Grading Permit</p>
<p>4.8.6.1C: If unknown wastes or suspected hazardous materials are discovered during any construction activities on the project site, the following shall occur:</p> <ul style="list-style-type: none"> • Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area; • Notify the City of Corona Fire Department <u>and the Riverside County Department of Environmental Health</u>; • Notify the project engineer of the implementing agency (the City of Corona) and secure the area containing the unknown wastes or suspect materials as directed by the project engineer; and 	<p>City of Corona Building and Safety Public Works</p>	<p>During grading and construction</p>	<p>During grading and construction</p>	<p>On-site Inspection</p>		<p>Issuance of Stop Work Order.</p>

<ul style="list-style-type: none"> Notify the implementing agency's Hazardous Waste/Materials Coordinator. 						
<p>4.8.6.1D: Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, <u>and the Riverside County Department of Environmental Health</u> and/or City). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, <u>and the Riverside County Department of Environmental Health</u> and/or City). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.</p>	<p>City of Corona Building and Safety Public Works</p>	<p>During grading and construction</p>	<p>During grading and construction</p>			<p>Issuance of Stop Work Order.</p>
<p>4.8.6.1E: Prior to the issuance of demolition permits for any planning areas containing structures, any remaining structures on site shall be visually inspected by the project engineer of the implementing agency (City of Corona) prior to demolition activities. If hazardous materials are encountered, the materials shall be tested and properly disposed of in accordance with state and federal regulatory requirements. Any stained soils or surfaces underneath the removed materials shall be sampled. Results of the sampling would indicate the appropriate level of remediation efforts that may be required. Testing and remediation of unknown wastes or suspect materials shall be conducted under the purview of the applicable agency (i.e., DTSC, Santa Ana RWQCB, and/or City). Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or City). All contaminated soil locations identified shall be remediated below hazardous</p>	<p>City of Corona Building and Safety Public Works</p>	<p>Prior to issuance of any Demolition Permit</p>	<p>Prior to issuance of any Demolition Permit</p>	<p>Inspection by the project engineer of the implementing agency (City of Corona) prior to demolition activities.</p>		<p>Withhold Demolition Permit</p>

levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.						
<p>4.8.6.1F: Prior to the issuance of grading permits for each planning area, all miscellaneous debris (e.g., wood and concrete) shall be removed and disposed of at an approved landfill facility prior to construction activities under the purview of the appropriate agency (i.e., DTSC, Santa Ana RWQCB, and/or City). Once removed, a visual inspection of the areas beneath the removed materials shall be performed by the construction contractor as specified by the City of Corona. Any stained soils observed underneath the removed materials shall be sampled. Results of the sampling, if necessary, would indicate the level of remediation efforts that may be required. Remediation shall be conducted to the standards established by the Lead Agency (i.e., DTSC, Santa Ana RWQCB, and/or City). All contaminated soil locations identified shall be remediated below hazardous levels established by Title 22 of the California Code of Regulations and to the satisfaction of the applicable Lead Agency.</p>	<p>City of Corona Building and Safety Public Works</p>	<p>During grading and construction</p>	<p>During grading and construction</p>			<p>Issuance of Stop Work Order.</p>
<p>4.8.6.2A: Prior to the issuance of building permits for each planning area, the project proponent shall prepare, submit, and receive approval from the City and Riverside County Fire Department, a project-specific Wildland Fire Plan/Fuel Modification Plan. The Wildland Fire Plan/Fuel Modification Plan shall include but shall not be limited to the following:</p> <ul style="list-style-type: none"> Goals, policies, and actions related to fire funding and fire rehabilitation; 	<p>City of Corona Building and Safety Fire Department Riverside County Fire Department</p>	<p>Prior to issuance of Building Permits for each Planning Area</p>	<p>Prior to issuance of Building Permits</p>	<p>Developer shall prepare, submit, and receive approval from the City and Riverside County Fire Department, a project-specific Wildland Fire</p>		<p>Withhold Building Permits</p>

<ul style="list-style-type: none"> • Fire protection and evacuation plan; • Vegetative fuels management plan; • Public education program; and • Defensible space requirements which meet and/or exceed the <u>City of Corona Fire Department and Riverside County Fire Department Fuel Modification Requirements.</u> 				Plan/Fuel Modification Plan for each Planning Area.		
HYDROLOGY AND WATER QUALITY						
<p>4.9.6.1A: Prior to the first issuance of a grading permit by the City for any development within <u>PA 11 and 12A</u> of the Arantine Hills Specific Plan, the project proponent shall file a Notice of Intent (NOI) with the Santa Ana Regional Water Quality Control Board (RWQCB) to be covered under the State National Pollutant Discharge Elimination System (NPDES) General Construction Permit for discharge of storm water associated with construction activities. The project proponent shall submit to the City the Waste Discharge Identification Number as proof that the project's NOI to be covered by the General Construction Permit has been filed with the appropriate RWQCB.</p>	City of Corona Public Works	Prior to grading for any development.	Prior to the Issuance of Grading Permits	Submittal of copy of Notice of Intent (NOI) to City filed with the RWQCB		Withhold Grading Permits
<p>4.9.6.1B: Prior to the first issuance of a grading permit by the City for any development within <u>PA 11 and 12A</u> of the Arantine Hills Specific Plan, the project proponent shall submit to the City of Corona and receive approval for a project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to</p>	City of Corona Public Works	Prior to grading for any development.	Prior to the Issuance of Grading Permits	Review and approval of SWPPP		Withhold Grading Permits

<p>control on-site and off-site erosion during the entire grading and construction period. In addition, the SWPPP shall emphasize structural and nonstructural best management practices (BMPs) to control sediment and non-visible discharges from the site. Some of the BMPs to be implemented may include (but shall not be limited to) the following:</p> <ul style="list-style-type: none"> • Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs would be periodically inspected during construction, and repairs would be made when necessary as required by the SWPPP. • Materials that have the potential to contribute non-visible pollutants to storm water must not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas. • All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate discharge from the site. Stockpiles would be surrounded by silt fences and covered with plastic tarps. • The SWPPP would include inspection forms for routine monitoring of the site during the construction phase to ensure NPDES compliance. • Additional BMPs and erosion control measures would be documented in the SWPPP and utilized if necessary. • The SWPPP would be kept on site for the entire duration of project construction and will also be available to the local Regional Water Quality Control Board for inspection at any time. 						
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<ul style="list-style-type: none"> In the event that it is not feasible to implement the above BMPs, the City of Corona can make a determination that other BMPs would provide equivalent or superior treatment either on site or off site. 						
<p>4.9.6.1C: The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the project-specific SWPPP. Weekly inspections shall be performed on sediment control measures called for in the SWPPP. Monthly reports shall be maintained by the Contractor and available for City inspection. A more frequent inspection schedule may be required based on the condition of the site and as required in the NPDES General Construction Permit. In addition, the Contractor would also be required to maintain an inspection log and have the log on site available for review by the City of Corona and the representatives of the Regional Water Quality Control Board.</p>	<p>City of Corona Public Works</p>	<p>During grading and construction weekly inspections</p>	<p>Prior to grading and during grading.</p>	<p>On-site weekly inspections by City and Contractor shall prepare and make available to the City monthly reports and an inspection log.</p>		<p>Issuance of Stop Work Order</p>
<p>4.9.6.2A: Prior to the first issuance of a permit by the City for any project within the Specific Plan area (which includes the issuance of grading permits and building permits), the project proponent shall receive approval from the City of Corona, a project site-specific Water Quality Management Plan (WQMP). The WQMP shall specifically identify pollution prevention, source control, treatment control measures, and other BMPs that shall be used on site to control predictable pollutant runoff in order to reduce impacts to water quality to the maximum extent practicable.</p>	<p>City of Corona Public Works</p>	<p>Prior to grading</p>	<p>Prior to Issuance of Grading Permit and Building Permits</p>	<p>Submittal of WQMP to City for review and approval</p>		<p>Withhold Grading Permit and/or Building Permits.</p>
<p>4.9.6.3A: Prior to the issuance of grading permits of any development within the Arantine Hills Specific Plan, the project proponent shall submit to the City for review and approval, a water conservation plan. The water conservation plan shall include but shall not be limited to the following:</p> <ul style="list-style-type: none"> Drought-tolerant landscaping plan; Indoor project design features such as low-flush toilets and low-flow faucets; 	<p>City of Corona Building and Safety Water and Power</p>	<p>Prior to grading</p>	<p>Prior to Issuance of Precise Grading Permits</p>	<p>Submittal of a Water Conservation Plan for City review and approval.</p>		<p>Withhold Precise Grading Permit</p>

<ul style="list-style-type: none"> Outdoor project design features such as subsurface irrigation systems, rain sensors, drip irrigation, or high-efficiency sprinkler heads; Use of alternative water sources (e.g., reclaimed water); and Educational materials to be utilized by the project tenants. 						
<p>4.9.6.3B: Prior to the issuance of occupancy permits for any development within the Arantine Hills Specific Plan, the project proponent shall submit proof to the City that an educational program regarding water usage has been developed for use within the proposed project.</p>	<p>City of Corona Building and Safety Water and Power</p>	<p>Prior to issuance of Occupancy Permits for any development.</p>	<p>Prior to issuance of Occupancy Permits for any development.</p>	<p>Submittal of proof to the City that an educational program regarding water usage has been developed.</p>		<p>Withhold Occupancy Permits.</p>
<p>4.9.6.3C: <u>Prior to the issuance of grading permits for soil movement from PA 14, across Bedford Canyon Wash, and to the Modified Project Site, the project Applicant shall construct the soil bridge on the concrete crossing with Bedford Canyon Wash no earlier than May 1 and remove the bridge no later than October 15. Extensions to these time limits can be made at the discretion of the Riverside County Flood Control and Water Conservation District.</u></p>	<p><u>City of Corona Public Works and Riverside County Flood Control and Water Conservation District</u></p>	<p><u>Prior to grading activity associated hauling soil from with PA 14 to PA 12.</u></p>	<p><u>Prior to Issuance of Grading Permit</u></p>	<p><u>Submittal of grading plans to City for review and approval</u></p>		<p><u>Issuance of Stop Work Order</u></p>
<p>4.9.6.4A: Prior to the issuance of grading permits of any development within the Bedford Canyon Wash Channel, the project proponent shall ensure that drainage facilities and/or improvements necessary for the protection of the development project from the 100-year flood are identified and incorporated into the improvement plans that will be reviewed and approved by the City. A floodplain and sediment transport study, along with other required drainage and/or hydraulic studies, shall be submitted to the Riverside County Flood Control and Water Conservation District for</p>	<p>City of Corona Public Works</p>	<p>Prior to grading</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Submittal of drainage plans to City for review and approval</p>		<p>Withhold Grading Permits</p>

<p>review, approval, and consideration of acceptance of the channel improvements associated with the proposed development. Acceptance of development improvements by the Flood Control and Water Conservation District requires approval of the associated plans and pertinent drainage studies including the sediment transport study. These drainage improvements are required to ensure the proposed project will be protected from a 100-year flood. No building permits shall be issued for lots within the 100-year floodplain as mapped for the Conditional Letter of Map Revision (CLOMR), until Bedford Canyon Wash Channel improvements have been constructed and deemed operationally functional by the City of Corona. At the discretion of the City of Corona, building permits for model home sales may be issued prior to the construction of the channel improvements.</p>						
<p>4.9.6.4B: Prior to the issuance of rough grading permits for any development within the Arantine Hills Specific Plan, the project proponent shall submit the Conditional Letter of Map Revision (CLOMR) to the Federal Emergency Management Agency (FEMA). Prior to issuance of any building permits, project proponent shall have received approval of the CLOMR certification process by FEMA. The applicant shall secure FEMA's approval for the Letter of Map Revision (LOMR) as appropriate after development is complete.</p>	<p>City of Corona Public Works</p>	<p>Prior to grading</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Submittal of drainage plans to City for review and approval</p>		<p>Withhold Grading Permits</p>
<p>NOISE</p>						
<p>4.12.6.1A: Prior to the approval of a tentative tract map for each residential area or approval of commercial or industrial uses within the Specific Plan area, the project proponent shall prepare, submit, and receive approval from the City, a final noise analysis. This final noise analysis shall be completed at the tract map level for each residential area or commercial/industrial area when the precise grading and the architectural plans are available to ensure that all noise sensitive areas will meet the City of Corona noise standards. The final noise</p>	<p>City of Corona Building and Safety Planning Division</p>	<p>Tentative Map Approval</p>	<p>Prior to approval of a tentative tract map for each residential area or approval of commercial or industrial uses.</p>	<p>The project proponent shall prepare, submit, and receive approval from the City, a final noise analysis.</p>		<p>Deny Approval of the Tentative Tract Map.</p>

<p>analysis shall include but shall not be limited to the following:</p> <ul style="list-style-type: none"> • <i>Construction Noise Mitigation Program.</i> The program shall include noise monitoring at selected noise sensitive locations, monitoring complaints procedures, identification of haul routes (if applicable), and identification and mitigation of the major sources of noise. • <i>Construction Contractor Requirements.</i> These requirements shall include contract provisions regarding construction equipment noise features and equipment staging procedures. 						
<p>4.12.6.2A: Prior to the approval of a tentative tract map for each residential area or approval of commercial or industrial uses within the Specific Plan area within the 65 dBA CNEL and 70 dBA CNEL noise contours for Eagle Glen Parkway from Masters Drive to Bedford Canyon Road, “A” Street, and I-15, the project proponent shall prepare, submit, and receive approval from the City, a final noise analysis. This final noise analysis shall be completed at the tract map level for each residential area or commercial/industrial area when the precise grading and the architectural plans are available to ensure that all noise sensitive areas will meet the City of Corona noise standards.</p>	<p>City of Corona Building and Safety Planning Division</p>	<p>Tentative Map Approval</p>	<p>Prior to approval of a tentative tract map for each residential area or approval of commercial or industrial uses.</p>	<p>The project proponent shall prepare, submit, and receive approval from the City, a final noise analysis.</p>		<p>Deny Approval of the Tentative Tract Map.</p>
<p>4.12.6.3A: Prior to the approval of a tentative tract map for each residential area adjacent to commercial or industrial uses within the Specific Plan area, the project proponent shall prepare, submit, and receive approval from the City, a final noise analysis. This final noise analysis shall be completed at the tract map level for each residential area or commercial/industrial area when the precise grading and the architectural</p>	<p>City of Corona Building and Safety Planning Division</p>	<p>Throughout construction/on-site inspection.</p>	<p>Prior to approval of a tentative tract map for each residential area or approval of</p>	<p>The project proponent shall prepare, submit, and receive approval from</p>		<p>Deny Approval of the Tentative Tract Map.</p>

plans are available to ensure that all noise sensitive areas will meet the City of Corona noise standards.			commercial or industrial uses.	the City, a final noise analysis.		
TRANSPORTATION						
<p>4.16.6.1A: The master developer shall construct the improvements identified below as mitigation measures for 2017 plus Phase 1 conditions-to improve levels of service in accordance with City requirements:</p> <ul style="list-style-type: none"> • Street “C”/Eagle Glen Parkway: Prior to issuance of a Certificate of Occupancy for the first model home, install a traffic signal, a northbound left-turn lane, a northbound right-turn lane, and a westbound left-turn lane. • Bedford Canyon Road/Eagle Glen Parkway: Prior to issuance of the first production home building permit, add a northbound left-turn lane, a northbound through/right lane, a southbound through lane, a second eastbound through lane, and a westbound left-turn lane. 	City of Corona Building and Safety Public Works Planning Division	Prior to the issuance of the first production home building permit.	Prior to the issuance of the first production home building permit.	Evidence of construction of the improvements.		Withhold building permit.
<p>4.16.6.2A: Prior to issuance of the first production home building permit, the master developer shall pay a 64% fair share contribution towards the construction of a traffic signal at the Masters Drive/California Avenue intersection.</p>	City of Corona Building and Safety Public Works	Prior to issuance of the first production home building permit.	Prior to the issuance of the first production home building permit.	Evidence of Payment of fair-share contribution.		Withhold building permit.
<p>4.16.6.3A: Prior to the issuance of the first building permit after Phase 1, the master developer shall construct those improvements identified below as mitigation measures for year 2017 plus project conditions to improve levels of service in accordance with City requirements.</p>	City of Corona Public Works	Prior to the issuance of the first building permit after Phase 1.	Prior to issuance of the first building permit after Phase 1.	Evidence of construction of the improvements.		Withhold building permit.

<ul style="list-style-type: none"> • Masters Drive/Eagle Glen Parkway: Install a traffic signal. • Bedford Canyon Road/Eagle Glen Parkway: Add a northbound right-turn lane with northbound right-turn overlap phasing, add a shared southbound left/through lane, and add a westbound left-turn lane. • Street “C”/Street “B”: Install a roundabout and an all-way lane at all approaches. • Street “A” – Street “D”/Street “B”: Install a roundabout and an all-way lane at all approaches. • Street “A”/Main Driveway (TAZ 4): Install a traffic signal, two northbound through lanes, a southbound left-turn lane, two southbound through lanes, a westbound left-turn lane, and a westbound right-turn lane. • Street “A”/South Driveway (TAZ 4): Install a stop sign on the westbound approach, two northbound through lanes, a southbound left-turn lane, two southbound through lanes, a westbound left-turn lane, and a single westbound approach lane. 						
<p>4.16.6.3B: Prior to the issuance of the first building permit after Phase 1, the master developer shall pay a 99% fair share contribution towards the construction of either a roundabout or traffic signal at the Morales Way/Masters Drive intersection; a 27% fair-share contribution toward the construction of either a roundabout or traffic signal at the Masters Drive/Christopher Lane intersection; and a 98% fair-share contribution towards the construction of either a roundabout or stop sign control at the Via Castilla Street/Masters Drive intersection.</p>	<p>City of Corona Public Works</p>	<p>Prior to the Issuance of the first building permit after Phase 1.</p>	<p>Prior to the Issuance of the first building permit after Phase 1.</p>	<p>Evidence of Payment of fair share contribution.</p>		<p>Withhold building permit.</p>

<p>4.16.6.3C: Prior to the issuance of the first building permit, the master developer shall post bonds for the full amount of the total estimated cost of the I-15/Cajalco Road Interchange Improvement project.</p>	<p>City of Corona Public Works</p>	<p>Prior to the Issuance of the first building permit after Phase 1.</p>	<p>Prior to the Issuance of the first building permit after Phase 1.</p>	<p>Evidence of bond posting.</p>		<p>Withhold building permit.</p>
<p>4.16.6.4A: Prior to the issuance of a the first building permit after Phase 1, the master developer shall make a fair share contribution towards the improvements identified below as mitigation measures for year 2035 plus project conditions.</p> <ul style="list-style-type: none"> • Masters Drive/Bennett Avenue: 32% of the cost to install a traffic signal. • Bedford Canyon Road/Georgetown Road: 100% of the cost to install a traffic signal. • I-15 Southbound Ramps/El Cerrito Road: 58% of the cost to add an eastbound right-turn lane. • Temescal Canyon Road/Cajalco Road: 91% of the cost to add a second southbound left-turn lane, a second eastbound through lane, and a westbound right-turn lane. • Street “C”/Eagle Glen Parkway: 100% of the cost to add a traffic signal. 	<p>City of Corona Public Works</p>	<p>Prior to the Issuance of the first building permit after Phase 1.</p>	<p>Prior to issuance of the first building permit after Phase 1.</p>	<p>Evidence of Payment of fair share contribution.</p>		<p>Withhold building permit.</p>
<p>UTILITIES AND SERVICE SYSTEMS</p>						
<p>4.17.6.1A: Prior to the issuance of grading permits for any development phase that would occur under the Specific Plan, the project proponent shall obtain verification from the City that planned wastewater capacity improvements at WRF2 or elsewhere in the city’s wastewater system are in place and operational or said improvements are funded or under</p>	<p>City of Corona Public Works Water & Power</p>	<p>Prior to grading</p>	<p>Prior to Issuance of Grading Permits</p>	<p>Submittal of evidence that all requirements are fulfilled.</p>		<p>Withhold Grading Permit</p>

<p>construction and will be available for service to completed homes and businesses.</p>						
<p>4.17.6.1B: The City shall implement the mitigation and monitoring plan identified in the EIR for Wastewater Treatment Plant No. 2 as a part of any expansion of said plant. Alternatively, the Developer shall negotiate an advanced funding option for implementation of the mitigation and monitoring plan identified in the EIR for Wastewater Treatment Plant No. 2 in lieu of paying a Sewer Connection Fee for sewer capacity to ensure that wastewater plant capacity is available so phases of the project may proceed without being delayed.</p>	<p>City of Corona Public Works Water & Power</p>	<p>Prior to grading</p>	<p>Prior to Issuance of Grading Permits</p>	<p>Submittal of evidence that all requirements are fulfilled.</p>		<p>Withhold Grading Permit</p>

5.0 LIST OF PREPARERS

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APPENDICES

- A: NOP, NOP Response Letters**
- B-1: Bedford Marketplace Air Quality and Greenhouse Gas Memorandum**
- B-2: Bedford Marketplace Soil Import/Export Air Quality Assessment**
- C-1: Biological Technical Report**
- C-2: MSHCP Consistency Analysis**
- D-1: Cultural and Paleontological Resources Assessment**
- D-2: Cultural/Paleontological Resource Survey Mass Grading Plan**
- E-1: Preliminary Geotechnical Evaluation**
- E-2: Preliminary Geotechnical Recommendations Mass Grading Plan and Haul Route Study**
- F-1: Phase I Environmental Site Assessment, Bedford Marketplace - Arantine Hills Tract 8**
- F-2: Phase I Environmental Site Assessment, Bedford Marketplace – RCTC Portion**
- G-1: Preliminary Water Quality Management Plan**
- G-2: Water Supply Assessment Update**
- G-3: Preliminary Hydrology Analysis Tentative Tract Map 37788**
- G-4: PA 14 Hydrology and WQMP Certification**
- H: Noise Impact Analysis**
- I: Traffic Study**
- J: Sewer System Hydraulic Analysis Bedford Marketplace**

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