CITY OF CORONA
MITIGATED NEGATIVE DECLARATION

NAME, DESCRIPTION AND LOCATION OF PROJECT:

Specific Plan Amendment 2021-0001 (SPA2021-0001) to the El Cerrito Specific Plan (SP91-2). SPA2021-0001 is an application to amend the El Cerrito Specific Plan (SP91-2) to allow cold storage warehouse operations in the Light Industrial (LI) Zone. The amendment proposes to amend the permitted uses for Planning Area (PA) 1 and PA 2 listed in Section 12.11.2 of SP91-2. PA 1 and PA 2 are both zoned LI and allow for various industrial and manufacturing land uses.

The amendment proposes to limit the amount of square footage allowed for cold storage warehouse in PA 1 and PA 2 by restricting the use to a total combined floor area of 175,000 square feet. The below exhibit shows the boundary of SP91-2 and the location of PAs 1 and 2.

The project site is located at the northwest corner of Tom Barns Street and Temescal Canyon Road, east of Interstate 15, in the City of Corona, County of Riverside. (APNs 279-121-004,-005, -006; 279-122-001, -002, -003, and -004; 279-123-001, -002, and -003; 279-125-001, -002, and -004; 279-134-001, -002, -003, and 004; 279-140-001, and -007; 279-231-044).

ENTITY OR PERSON UNDERTAKING PROJECT:

Latitude Business Park, LLC, 2518 N. Santiago Blvd, Orange, CA 92867

The City Council, having reviewed the initial study of this proposed project and the written comments received prior to the public meeting of the City Council, and having heard, at a public meeting of the Council, the comments of any and all concerned persons or entities, including the recommendation of the City's staff, does hereby find that the proposed project may have potentially significant effects on the environment, but mitigation measures or revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to a point where clearly no significant effects will occur. **Therefore, the City Council hereby finds that the Mitigated Negative Declaration reflects its independent judgment and shall be adopted.**

The Initial Study and other materials which constitute the records of proceedings, are available at the office of the City Clerk, City of Corona City Hall, 400 S. Vicentia Avenue, Suite 120, Corona, CA 92882.

Date:_____ _____

City of Corona Mayor

Date filed with County Clerk: _____

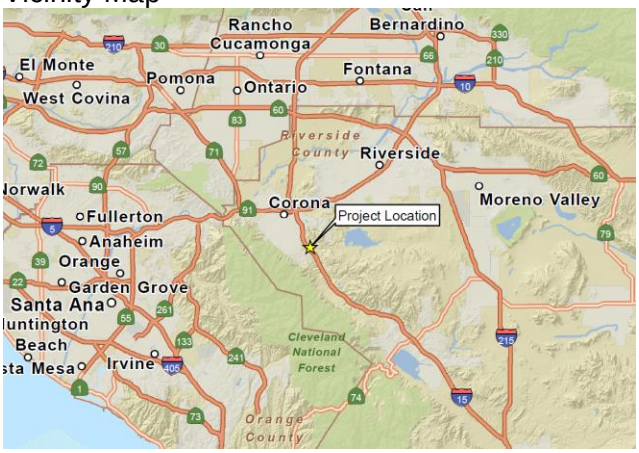
CITY OF CORONA
MITIGATED NEGATIVE DECLARATION
FOR SPECIFIC PLAN AMENDMENT 2021-0001
TO THE EL CERRITO SPECIFIC PLAN
(LATITUDE BUSINESS PARK)

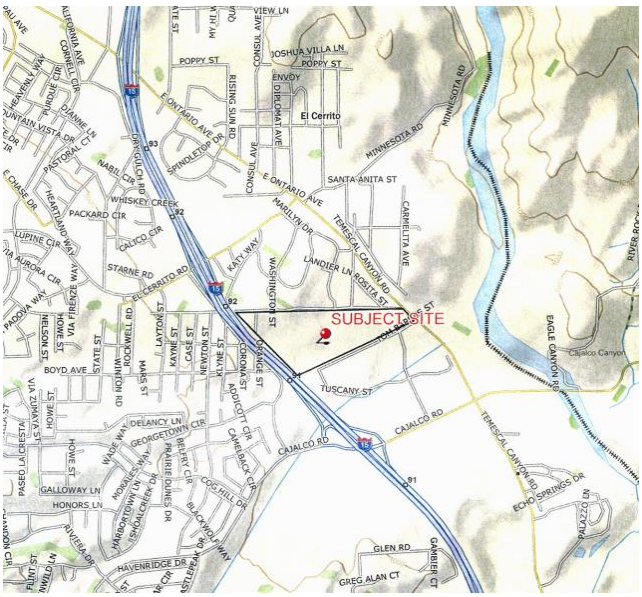
PROJECT TITLE: Specific Plan Amendment 2021-0001 (SPA2021-0001) to the El Cerrito Specific Plan (SP91-2)

PROJECT LOCATION: Northwest corner of Tom Barns Street and Temescal Canyon Road, east of Interstate 15, in the city of Corona, County of Riverside (APNs 279-121-004,-005, -006; 279-122-001, -002, -003, and -004; 279-123-001, -002, and -003; 279-125-001, -002, and -004; 279-134-001, -002, -003, and 004; 279-140-001, and -007; 279-231-044.

PROJECT PROPONENT: Latitude Business Park, LLC, 2518 N. Santiago Blvd, Orange, CA 92867

Vicinity Map

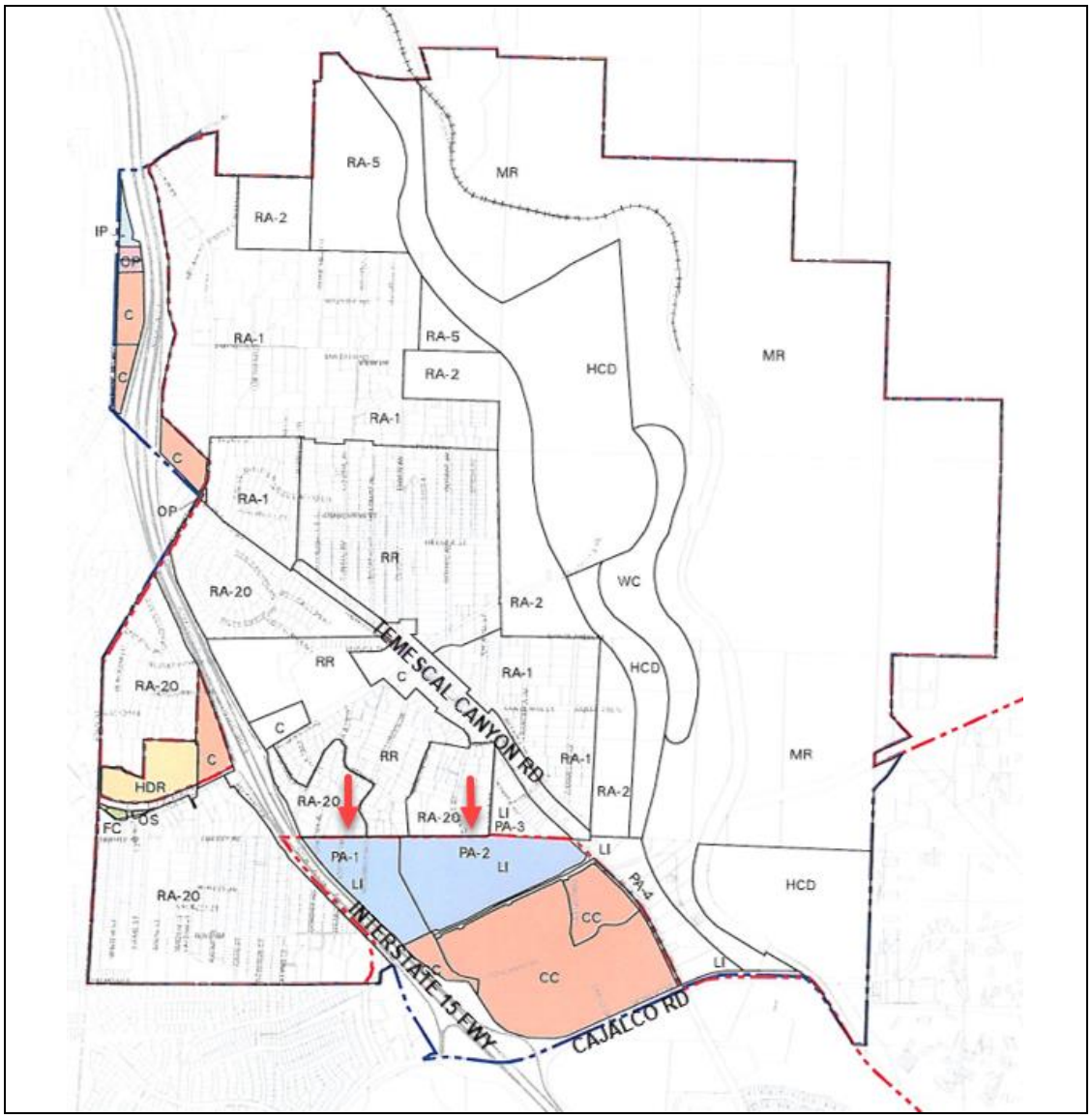




PROJECT DESCRIPTION:

SPA2021-0001 is an application to amend the El Cerrito Specific Plan (SP91-2) to allow cold storage warehouse operations in the Light Industrial (LI) Zone. The amendment proposes to amend the permitted uses for Planning Area (PA) 1 and PA 2 listed in Section 12.11.2 of SP91-2. PA 1 and PA 2 are both zoned LI and allow for various industrial and manufacturing land uses.

The amendment proposes to limit the amount of square footage allowed for cold storage warehouse in PA 1 and PA 2 by restricting the use to a total combined floor area of 175,000 square feet. The below exhibit shows the boundary of SP91-2 and the location of PAs 1 and 2.



El Cerrito Specific Plan Land Use Map

BACKGROUND:

PAs 1 and 2 of SP91-2 is the project location of the Latitude Business Park. Latitude Business Park covers 74.80 acres in PAs 1 and 2 located at the northwest corner of Temescal Canyon Road and

Tom Barnes Street. The Latitude Business Park is an already approved project that is currently under construction. The Latitude Business Park was previously approved by the city by a precise plan application (PP2019-0001) that reviewed 15 buildings having a total combined building area of 1,074,771 square feet on the approximately 75-acre site. Additionally, a parcel map application (PM 37608) was processed on the property to create 13 lots. An environmental analysis in accordance with the California Environmental Quality Act (CEQA) was also prepared in conjunction PP2019-0001 and PM 37608 to evaluate environmental conditions and potential impacts associated with the construction and operation of the project. The Corona City Council at its meeting on April 1, 2020, adopted the Mitigated Negative Declaration (SCH# 2020019017) and approved PP2019-0001 and PM 37608 prepared for the Latitude Business Park.

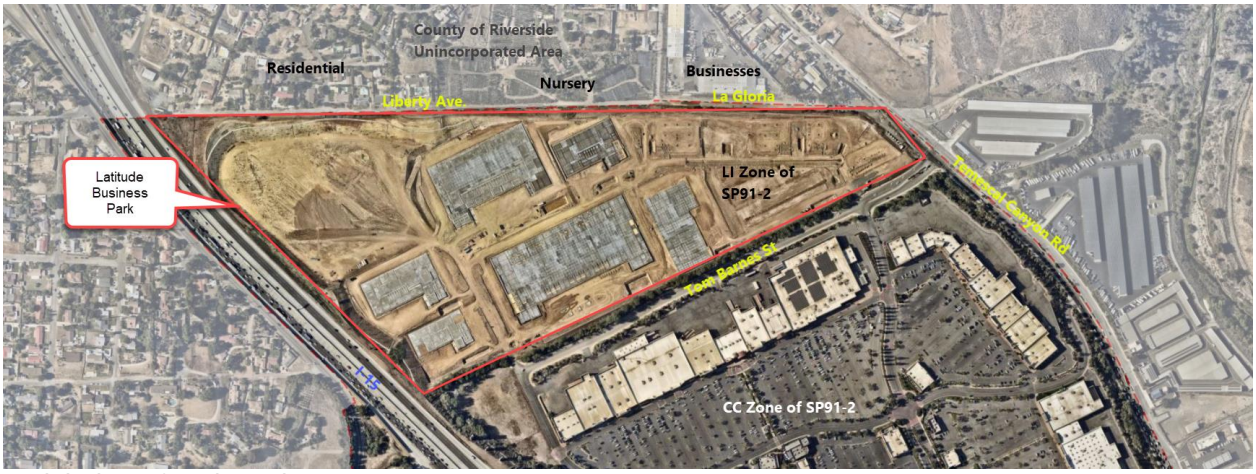
The Latitude Business Park Mitigated Negative Declaration (MND) did not include an evaluation of cold storage warehouse in the areas of air quality, greenhouse gas emissions, transportation and energy efficiency. A condition of approval was added to PP2019-0001 for the Latitude Business Park that said, *The city will not issue a building permit for the project until an amendment to the El Cerrito Specific Plan is approved to prohibit cold storage warehouse uses in Planning Areas 1 and 2 (Light Industry). If, in the future, an owner of property within PA1 or PA2 desires to have cold storage warehouse uses permitted as an allowed use in PA 1 and PA 2, an amendment to the specific plan would be required along with any additional analysis that may be required under the California Environmental Quality Act*.

SP91-2 was amended by SPA2020-0001 to prohibit cold storage warehouse in the LI district unless a specific plan amendment in addition to an environmental analysis under CEQA is prepared to assess air quality emissions and health risk from business operations and transportation involving Transport Refrigeration Units. SPA2020-0001 was adopted by the City Council on September 16, 2020, via Ordinance 3320.

The developer of the Latitude Business Park has since started construction on the project site. The project site has been entirely graded and several of the buildings are currently under construction. The developer now has interest from tenants to occupy the buildings with cold storage warehouse operations. SPA2021-0001 proposes to add cold storage warehouse up to a combined floor area of 175,000 square feet as a permitted land use in the LI zone in Planning Areas 1 and 2, which is in Section 12.11.2 (A) and (B) of SP91-2. The amendment will also remove cold storage warehouse as a prohibited use in Section 12.11.2 (D).

The previous Latitude Business Park MND adopted on April 1, 2020, covered the entire project, which included project construction and project operation. At the time of the preparation of the Latitude Business Park MND, the project site was vacant and undeveloped. The project has since progressed based on project approvals and is currently under construction. The Specific Plan Amendment (SPA2021-0001) does not change the site design approved for the project, the total combined building square footage, or the number of buildings. The architectural design of the buildings remains the same in addition to the landscape coverage, parking lot design and circulation access points. The purpose of SPA2021-0001 is to assess the project's operational changes associated with cold storage warehouse, which was not previously analyzed. This MND will therefore focus its discussion on air quality and health risks, transportation, noise, greenhouse gas emissions and energy use and conservation.

ENVIRONMENTAL SETTING



Aerial View of Project Site

Site Description

The project site is graded and currently under construction. Topographically, the project site is lower in elevation than the county properties to the north and Interstate 15 to the west. The northerly and westerly perimeters of the project site have slopes at a 2:1 ratio that face inside the project. The development on the project site has two entrances for vehicular access located on Tom Barnes Street. No vehicular access is on Temescal Canyon Road to the east or Liberty Avenue and La Gloria Street to the north.

Site Surroundings:

The project site is within an urbanized setting and surrounded by existing development. The project site is surrounded by the following land uses.

North: The project site's north perimeter is adjacent to La Gloria Street/Liberty Avenue. The properties north of the project site are in the unincorporated area of Riverside County, but within the city's sphere of influence. Beyond these streets are single family residences; however, a plant nursery and a manufacturer of stone products (such as fountains and other outdoor garden products) are located near the northeast perimeter of the site.

East: Temescal Canyon Road is adjacent to the project site's east perimeter with undeveloped land and an improved storage facility located beyond this street.

South: Tom Barnes Street is adjacent to the project site's south perimeter with The Crossing shopping center located beyond. The shopping center contains about 1.1 million square feet of commercial/retail buildings with associated parking lot and landscaping.

West: Interstate 15 is adjacent to the project site's west perimeter with single family residences located beyond.

GENERAL PLAN \ ZONING:

General Plan

The General Plan of the project site is Light Industrial (LI). The LI designation accommodates low

intensity, nonpolluting manufacturing, research and development, e-commerce, wholesale, and distribution facilities.

Zoning

The project site is within the El Cerrito Specific Plan (SP91-2), which is the document governing the zoning of the project site. The project site is zoned Light Industrial by SP91-2. The LI zone is intended for light manufacturing, light industrial, office and service-related uses.

STAFF RECOMMENDATION:

The City's Staff, having undertaken and completed an initial study of this project in accordance with the City's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)", has concluded and recommends the following:

___ The proposed project could not have a significant effect on the environment. **Therefore, a NEGATIVE DECLARATION will be prepared.**

___ The proposed project could have a significant effect on the environment, however, the potentially significant effects have been analyzed and mitigated to below a level of significance pursuant to a previous EIR as identified in the Environmental Checklist attached. **Therefore, a NEGATIVE DECLARATION WILL BE PREPARED.**

X The Initial Study identified potentially significant effects on the environment but revisions in the project plans or proposals made by or agreed to by the applicant would avoid or mitigate the effects to below a level of significance. **Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.**

___ The proposed project may have a significant effect on the environment. **Therefore, an ENVIRONMENTAL IMPACT REPORT is required.**

___ The proposed project may have a significant effect on the environment, however, a previous EIR has addressed only a portion of the effects identified as described in the Environmental Checklist discussion. As there are potentially significant effects that have not been mitigated to below significant levels, a **FOCUSED EIR will be prepared to evaluate only these effects.**

___ There is no evidence that the proposed project will have the potential for adverse effect on fish and wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following indicates the areas of concern that have been identified as "Potentially Significant Impact" or for which mitigation measures are proposed to reduce the impact to less than significant.

- ❑ Land Use Planning
- ❑ Population and Housing
- Geologic Problems
- ❑ Hydrology and Water Quality
- ✓ Air Quality
- ❑ Transportation / Traffic
- ❑ Biological Resources
- ❑ Mineral Resources
- ❑ Hazards / Hazardous Materials
- ❑ Noise
- ❑ Public Services
- ❑ Utilities
- ❑ Aesthetics
- ❑ Cultural Resources
- ❑ Agricultural Resources
- ❑ Greenhouse Gases
- ❑ Tribal Cultural Resources
- ❑ Mandatory Findings of Significance
- ❑ Wildfire
- ❑ Energy

Date Prepared: June 21, 2021 *(Revised September 2021)* Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang Phone: (951) 736-2434

Revised September 7, 2021. Health Risk Assessment discussion under Air Quality.

AGENCY DISTRIBUTION
(check all that apply)

_____ Responsible Agencies

_____ Trustee Agencies (CDFG, SLC, CDPR, UC)

_____ State Clearinghouse (all CA agencies)

X_____ AQMD

_____ Pechanga

_____ Soboba

_____ WQCB

_____ SCAG, Riverside County Regional Office3403 10th Street, Suite 805
Riverside, CA 92501

UTILITY DISTRIBUTION

__X__ Southern California Edison

Southern California Edison
Adriana Mendoza-Ramos, Esq.
Region Manager, Local Public Affairs
1351 E. Francis St.
Ontario, CA 91761

Southern California Edison
Karen Cadavona
Third Party Environmental Review
2244 Walnut Grove Ave.
Quad 4C 472A
Rosemead, CA 91770

Note: This form represents an abbreviation of the complete Environmental Checklist found in the City of Corona CEQA Guidelines. Sources of reference information used to produce this checklist may be found in the City of Corona Community Development Department, 400 S. Vicentia Avenue, Corona, CA.

1. LAND USE AND PLANNING:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with any land use plan/policy or agency regulation (general plan, specific plan, zoning)	☐	☐	☐	☒
b. Conflict with surrounding land uses	☐	☐	☐	☒
c. Physically divide established community	☐	☐	☐	☒

Discussion:

a.

The project site is within the boundary of the El Cerrito Specific Plan (SP91-02). The specific plan covers 2,928 acres including the project site. The specific plan zoning for the project site is Light Industry (LI) in Planning Areas 1 and 2. The specific plan governs the land uses and development standards for the project site. The General Plan designation for the project site is Light Industrial. SPA2021-0001 proposes to allow cold storage warehouse up to a combined floor area of 175,000 square feet as a permitted in the LI zone for Planning Areas 1 and 2. Cold storage warehousing typically involves the refrigeration of perishable goods in large warehouse buildings, such as the buildings that are allowed in the LI zone and currently under construction by the applicant. Cold storage warehouse is also associated with the use of transport refrigeration units (TRUs), which are refrigeration containers used to transport perishable goods and may include trucks, trailers, and shipping containers. Per the El Cerrito Specific Plan, the LI zone is intended for "light manufacturing, light industrial, office, and service-related uses." The property in PA 1 and PA 2 is designed with its entrances located on Tom Barnes Street, which shares access truck access with the regional commercial center located on the south side of the street. No sensitive land uses receptors are located in the area of the project site's on-site entrances. Therefore, the amendment does not conflict with the adopted land use plan on the project site.

b.

The Latitude Business Park is located entirely within Planning Areas 1 and 2, which are surrounded by developed land uses that consist of street rights-of-way, single family residences, a nursery, light industrial buildings, an improved outdoor storage facility for recreational vehicles and commercial/retail buildings within a neighboring regional commercial shopping center. The project site is being developed in accordance with the development standards established for the LI zone, which includes required building setbacks to property lines, landscaping requirements, maximum building heights, equipment screening and parking. Additionally, the developed pads on the project site will on average be 47 feet lower than the residential properties to the north (the westerly portion of the project site will be approximately 65 feet lower than the adjacent properties with the easterly portion being approximately 26 feet lower). Where the northeasterly perimeter of the project site is across from the nursery and industrial buildings the graded pad elevations on average will be 2.5 feet lower. The northerly area of the project site having the greatest difference in elevation will include an inward facing manufactured slope covered with landscaping that includes screen trees. The landscaping along this manufactured slope will provide suitable buffering to the residential properties to the north. Therefore, the proposed amendment to allow cold storage warehouse is not expected to have an impact on the surrounding land uses.

c.

The project site is adjacent to streets on the north, east and south sides and Interstate 15 to the west. Therefore, the project will not divide an established community and is not considered an impact.

2. POPULATION AND HOUSING:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial growth	☐	☐	☐	☒
b. Displace substantial numbers of existing housing or people	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on population and housing previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

3. GEOLOGIC PROBLEMS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fault /seismic failures (Alquist-Priolo zone) /Landslide/Liquefaction	☐	☐	☐	☒
b. Grading of more than 100 cubic yards	☐	☐	☐	☒
c. Grading in areas over 10% slope	☐	☐	☐	☒
d. Substantial erosion or loss of topsoil	☐	☐	☐	☒
e. Unstable soil conditions from grading	☐	☐	☐	☒
f. Expansive soils	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on geologic conditions previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

4. HYDROLOGY AND WATER QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than significant Impact	No Impact
a. Violate water quality standards/waste discharge requirements	☐	☐	☐	☒
b. Deplete groundwater supplies	☐	☐	☐	☒
c. Alter existing drainage pattern	☐	☐	☐	☒

d. Increase flooding hazard	☐	☐	☐	☒
e. Degrade surface or ground water quality	☐	☐	☐	☒
f. Within 100-year flood hazard area	☐	☐	☐	☒
g. Increase exposure to flooding	☐	☐	☐	☒
h. Exceed capacity of storm water drainage system	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on water quality previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

5. AIR QUALITY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with air quality plan	☐	☐	☐	☒
b. Violate air quality standard	☐	☐	☐	☒
c. Net increase of any criteria pollutant	☐	☐	☐	☒
d. Expose sensitive receptors to pollutants	☐	☒	☐	☐
e. Create objectionable odors	☐	☐	☐	☒

Discussion:

Construction Emissions

The proposed amendment does not change the analysis on air quality and the health risk assessment related to project construction previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

Operational Emissions

An Air Quality Assessment was prepared by Ldn Consulting, Inc. (June 2021) for the proposed amendment. The air quality assessment was prepared to determine if the proposed amendment to allow cold storage warehouse would result in changes in the air quality previously analyzed for the project. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the South Coast Air Basin (SCAB), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The district prepares Air Quality Management Plans (AQMP) to demonstrate how the region will reduce air pollution emissions to meet the federal and state health-based standards to comply with Clean Air Act requirements and will be ultimately a part of the SIP. SCAQMDs latest adopted AQMP was adopted in March of 2017 (SCAQMD, 2017).

AQMP identifies the path the South Coast Air Basin must take for the attainment of federal PM and ozone standards, and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under the federal Clean Air Act. The City of Corona lies within the SCAB. The SCAQMD is the government

agency, which regulates sources of air pollution within the City of Corona.

To determine whether a project would create potential air quality impacts, the City of Corona uses South Coast Air Quality Management District's (SQAQMD) Air Quality Thresholds. The screening thresholds for construction and daily operations are shown below in Table 5-1.

Table 5-1
Screening Threshold for Criteria Pollutants

Pollutant	Total Emissions (Pounds per Day)
Construction Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	100
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs)	75
Operational Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	150 and 55
Nitrogen Oxide (NO_x)	55
Sulfur Oxide (SO_x)	150
Carbon Monoxide (CO)	550
Lead and Lead Compounds	3.2
Volatile Organic Compounds (VOCs)	55

Criteria pollutants are measured continuously throughout the SCAB. This data is used to track ambient air quality patterns throughout the surrounding area. This data is also used to determine attainment status when compared to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The SCAPCD is responsible for monitoring and reporting monitoring data. The District operates approximately 30 monitoring sites that collected data on criteria pollutants within the SCAB. Ambient Data was obtained from the California Environmental Protection Agency's Air Resources Board Website (California Air Resources Board, 2018). Table 5-2 identifies the closest criteria pollutants monitored to the project as well as identifies the relative distance to the project site. The Lake Elsinore monitoring station is located approximately 16 miles from the proposed project site.

Table 5-2
Three Year Ambient Air Quality Summary (Monitoring Closest to Project Site)

Pollutant	Ambient Monitoring Site	Averaging Time	CAAQS	NAAQS	2017	2018	2019
O_3 (ppm)	Lake Elsinore	1 Hour	0.09 ppm	-	0.121	0.116	0.108
	Lake Elsinore	8 Hour	0.070 ppm	0.075 ppm	0.098	0.095	0.089
PM_{10} ($\mu g/m^3$)	Lake Elsinore	24 Hour	50 $\mu g/m^3$	150 $\mu g/m^3$	134.1	105.3	93.8
	Lake Elsinore	Annual Arithmetic Mean	20 $\mu g/m^3$	-	23.6	23.3	19.7
$PM_{2.5}$ ($\mu g/m^3$)	Lake Elsinore	24 Hour	-	35 $\mu g/m^3$	27.2	31.3	17.6
	Lake Elsinore	Annual Arithmetic Mean	12 $\mu g/m^3$	15 $\mu g/m^3$	11.3	6.7	-
NO_2 (ppm)	Lake Elsinore	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	0.008	0.008	0.006
	Lake Elsinore	1 Hour	0.18 ppm	-	0.049	0.041	0.038

Source: Ldn, June 2021

The SCAQMD also created methodology for calculating Localized Significance Thresholds (LSTs) for NO2, CO, PM2.5 and PM10. The LST methodology is to be used as a tool to assist lead agencies in analyzing localized impacts associated with site

specific project proposals. The LST methodology is often used in the preparation of CEQA documents to determine localized impacts from a project. SCAQMD developed mass rate look-up tables for projects less than five acres to assist local agencies with the development of LSTs, however LST guidelines recommend project specific air quality dispersion modeling for projects greater than five acres (South Coast Air Quality Management District, 2014). Air dispersion modeling utilizing AERMOD Version 18081 is the preferred dispersion modeling. The software has the ability to incorporate meteorological inputs as well as multiple source and receptor locations and is now used throughout the world.

Per the requirements of SCAQMDs LSTs methodology, emissions for gases in attainment such as NO2 and CO are calculated by adding emission impacts from the project development to the peak background ambient NO2 and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. Also, according to SCAQMD Rule 403, emissions for non-attainment particulate matter such as PM 10 and PM 2.5 can produce no more than 10.4 µg/m3. Demonstrating a projects compliance with SCAQMD screening thresholds demonstrate compliance with SCAQMDs AQMP and is critical to ensuring less than significant impacts when it comes to evaluating if a project will conflict with an air quality plan or violate an air quality standard under CEQA.

Revised Project Operational Emission Resulting from SPA2021-0001

The updated air quality analysis memo dated June 2021, added 175,000 square feet of cold storge warehouse which thereby shifted the square footages of the land uses assigned within the buildings on the project site. This shift did not increase the overall building square footage approved on the project site. The land uses used in the CalEEMod modeling included:

General Light Industrial:	205,770 sf
Industrial Park:	174,060 sf
Manufacturing:	159,740 sf
Warehouse Refrigeration:	175,000 sf
Warehouse:	360,210 sf
Parking lot:	2,247 spaces

The project's CalEEMod analysis used the vehicle trips from the project's Supplemental Traffic Impact Analysis Memo dated November 20, 2019. The truck breakdown was also taken from the project's Supplemental Traffic Impact Analysis Memo, which included 80 – two axel, 72 – three axel and 153 – four axel daily trucks. The project's trips would be 3,167 daily trips of which 305 would be from trucks. For clarification purposes, the CalEEMod analysis used actual passenger car and truck trips from the Supplemental TIA and not the passenger car equivalent (PCE) trips used to examine transportation impacts, which is 3,585 daily trips. PCE trips include the conversion of truck related trips to passenger car equivalent (PCE), which is a more conservative approach in determining project trips in the traffic impact analysis. In the air quality analysis, the air quality model accurately assess truck trips by using actual trips based on the truck size (number of axels) as reported in the project traffic study.

A VMT analysis prepared by Fehr & Peers (May 2019) was supplement information to the project's Traffic Impact Analysis (LL&G September 2019). The projected VMT for the project would be 54,140 Vehicle Miles Traveled per day. For purposes of the air quality analysis, this was converted into traffic inputs for CalEEMod and was adjusted within the model so that the CalEEMod projected VMT reflected an approximate total VMT. It also assumed the site would be operational 260 days out of 365 days per year to reflect a typical 5-day work week. The target was 54,140 VMT x 260 days or 14,076,400 miles.

CalEEMod uses a projected fleet made up of various types of vehicles to include passenger cars and trucks, light commercial trucks, medium commercial trucks, heavy commercial trucks and includes buses, motorcycles and even motorhomes. Typically, when using the passenger car equivalent (PCE) projection, using the default fleet mix in CalEEMod is acceptable because the higher number of trips is spread out over the model. The Vehicle Miles Traveled (VMT) used in the analysis was also applied in the updated air quality analysis. The project's yearly estimate is 10,802,025 VMT.

Project operational emissions would generate air quality emissions from daily operations, which would include sources such as Area, Energy, Mobile, Solid Waste and Water uses, which are calculated within CalEEMod. Area sources are from consumer products, landscaping and architectural coatings which can be attributed to regular maintenance. Energy sources would be from uses such as electricity and natural gas. Finally, the project would also generate air quality emissions through the use of carbon fuel burning vehicles for transportation. Mobile trips were updated within CalEEMod to reflect the total vehicular miles traveled.

Operational emissions shown in Table 5-3 are from the Latitude Business Park MND (April 2020) which showed the project would not exceed daily emission (Lb/day) thresholds and was not an impact. Table 5-4 shows the daily operational emissions for the revised project, which continues to show the project would operate within the daily emission thresholds established by the South Coast AQMP. Therefore, the revised project would have no impact.

Table 5-3

Project Operational Emissions
Latitude Business Park MND (April 2020)

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Total with Design Features (Lb/Day)	31.45	48.35	101.56	0.43	32.95	9.26
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
Winter Scenario						
Total with Design Features (Lb/Day)	31.22	49.36	94.97	0.41	32.96	9.26
Significant?	No	No	No	No	No	No

CalEEMod Analysis 2/13/20

Table 5-4
Revised Project Operational Emissions (June 2021)

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Area Source Emission Estimates (Lb/Day)	24.43	0.00	0.34	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.66	5.98	5.02	0.04	0.45	0.45
Operational Vehicle Emissions (Lb/Day)	6.62	44.70	98.16	0.41	32.68	8.98
Total with Design Features (Lb/Day)	31.70	50.69	103.52	0.44	33.13	9.44
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Area Source Emission Estimates (Lb/Day)	24.43	0.00	0.34	0.00	0.00	0.00
Energy Source Emissions (Lb/Day)	0.66	5.98	5.02	0.04	0.45	0.45
Operational Vehicle Emissions (Lb/Day)	6.39	45.71	91.57	0.39	32.68	8.98
Total with Design Features (Lb/Day)	**31.48**	**51.70**	**96.93**	**0.43**	**33.13**	**9.44**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**
Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2						

CEQA Guidelines § 15064(h)(3) states a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously approved plan or mitigation program (*example: water quality control plan, air quality plan, integrated waste management plan*) which provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. The revised project's operational emissions would not exceed the applicable SCAQMD daily significance thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Therefore, the revised project's contribution to cumulative impacts would have no impact.

Operational Health Risk Assessment

An operational health risk assessment was prepared for the Latitude Business Park MND (April 2020). The operational health risk assessment was prepared by Ldn Consulting, Inc (February 21, 2020) and concluded that the project would have a less than significant health risk assessment to the surrounding area. A supplemental health risk assessment was prepared by Ldn Consulting (June 2021) for the revised project. The supplemental health risk assessment used the same methodology that was applied to the Latitude Business Park MND.

The supplemental operational air quality health risk analysis evaluated potential health risks at the project site from toxic air contaminants (specifically diesel particulates) from the onsite loading areas within the project site. The revised project consists of 205,770 sf of General Light Industrial, 174,060 sf of Industrial Park, 159,740 sf of Manufacturing, 175,000 sf of

Warehouse Refrigeration and 360,210 sf of Warehouse. Additionally, the project would install 82 Electric Vehicle (EV) Charging stations throughout the project site.

Like the air quality analysis, the health risk impacts are based on truck size (number of axels) and uses the actual truck trips based on the axels as reported in the project's traffic study. The operational health risk screening analysis uses the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (OEHHA, 2015). One source of emissions contributing to a cumulative impact is ground support operations associated with diesel particulates (PM10 – Exhaust) from material transport vehicles within loading dock areas. Operations at these dock locations would be required to comply with SCAQMD Rule 1401; a project shall not be approved if the cancer risk is increased to greater that 10 in one million assuming control technology (TBACT) is used (SCAQMD, 2015). The truck breakdown from the project's Traffic Impact Analysis Memo (LL&G, November 2019), included 80 – two axel, 72 – three axel and 153 – four axel daily trucks. The health risk assessment also used the non-passenger car equivalent trips from the Supplemental TIA which is 3,167 daily trips of which 305 would be from trucks (182 trips would be for warehousing and 123 trips would be for manufacturing). The revised project is now proposing to include up to 175,000 sf of the warehouse space for cold storage warehouse. From this information, it is assumed that the cold storage warehouse space would require Transportation Refrigeration Units (TRUs). Since the relative area of cold storage to unrefrigerated storage is 33% of the warehousing space, the assumed trucks fitted with TRUs would also be roughly 33% of the total number of trips dedicated to the warehouse space. Based on this, up to 33% of warehouse truck trips would have TRUs or 60 trips daily (0.33*182).

This health risk analysis uses the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (OEHHA, 2015). One source of emissions contributing to a cumulative impact is ground support operations associated with diesel particulates (PM10 – Exhaust) from material transport vehicles within loading dock areas. Operations at these dock locations would be required to comply with SCAQMD Rule 1401, a project shall not be approved if the cancer risk in increased to greater that 10 in one million assuming control technology (TBACT) is used (SCAQMD, 2015) based on a 70-year exposure.

For purposes of modeling, the AERMOD 19191 model was utilized to predict offsite diesel particulate concentrations with emphasis at nearby adjacent residential receptors as these areas are worst-case with respect to the proposed Project operations. The model input/output file is provided as an attachment to the supplemental health risk assessment for the revised project (Ldn Consulting September 2021).

Truck operations events consist of starting, idling, and driving. Emission rates for these events were obtained from the Project's CalEEMod air quality model. CalEEMod includes mobile emissions reported from the EMFAC 2014 emission model for each respective vehicle class. Units for these events are grams per trip for starting and idling the grams per mile for driving (CAPCOA, 2017). Based on CalEEMod, the corrected emission rates which reflect the mix ratio of trucks identified within the project's Supplemental Traffic Impact Analysis Memo (November 2019). Each round trip (305 trips /2 ways) would on average generate a single starting and idling event onsite. Also, it should be noted that the western driveway would have about 80 percent of the 305 one-way trips for a leaving and return trip and the eastern driveway would receive 20 percent of the truck trips. All roadways were assumed to have 100 percent trips. Additionally, the conditions of approval for the Latitude Business Park restricted project truck traffic from utilizing Temescal Canyon Road north of Tom Barnes Street, therefore, all truck traffic for the proposed project shall not exit northbound on Temescal Canyon Road, north of Tom Barnes Street.

Table 5-5
Operation Truck Emission Rates Per Vehicle

EMFAC2014 Acronyms for Each Vehicle Emission	EMFAC2014 Description of Each Vehicle	CalEEMod Emission Factor Unit	Latitude Truck Emissions
PM10_RUNEX	Running Exhaust	grams/VMT	0.0113
PM10_STREX	Start Exhaust	grams/trip	0.0003
PM10_IDLEX	Idle Exhaust	grams/trip	0.0070
Running Exhaust (grams/VMT)			**0.00625**
Starting and Idling Exhaust (PM10_RUNEX + PM10_IDLEX) (grams/trip)			**0.01464**

Furthermore, the project will likely utilize TRUs for the cold storage locations within the warehouses. Of the 182 truck trips assumed for warehouse, 30 trucks or 60 trips would likely contain TRUs, which is 33% of the 182 trips allocated to warehouse uses.

TRUs are diesel powered refrigeration units installed on vehicles such as trucks or trailers. The California Air Resources Board generally separates TRUs into two categories of less than or more than 25 HP. On average TRUs less than 25 HP are just less than 25 HP at 24.8 HP and TRUs greater than 25 HP are 33.8 HP (CARB, 2019). While running, TRUs emit diesel particulates which would be additive to the trucks starting, idling and driving. CARB estimates that TRUs less than 25 HP produce on average 0.13 g/HP-hr and will likely continue a downward trend into the future. Current regulation requires TRUs meet the Airborne Toxic

Control Measure (ATCM) rules which was last updated in 2011. Also, regulations to move towards a required zero-emission (ZE) TRU fleet is being considered in the newest ATCM rule proposals (CARB, 2020). The California Air Resources Board is pointing to a requirement to require that 15 percent per year of the TRU truck fleets be ZE starting in 2023 (CARB, 2021).

TRU ATCM Compliance Choices *(Revised Section, Ldn Consulting, September 2021)*

TRUs operating in California are subject to the TRU ATCM rule, which generally requires that TRUs meet in-use performance standards seven years after the engine model year. There are several ways to be in compliance with the in-use performance standards, meeting the U.S. EPA Tier 4 final emission standards for 25-50 horsepower engines, installing a Level 3 filter on the TRU engine, or using a qualifying alternative technology. Level 3 filtration is regulated by 13 CCR § 2479 (CARB, 2008) and limits diesel particulates to 0.01 g/HP-hr. Level 3 retrofits are fairly common as the parts necessary for the conversion are available for all major manufactures (CARB, 2020). Compliance may also be maintained by replacing the existing unit (engine and refrigeration system) with a new TRU with a Tier 4 engine, which would then be in compliance until the seventh year after the replacement TRU's engine model year (CARB, July 2021).

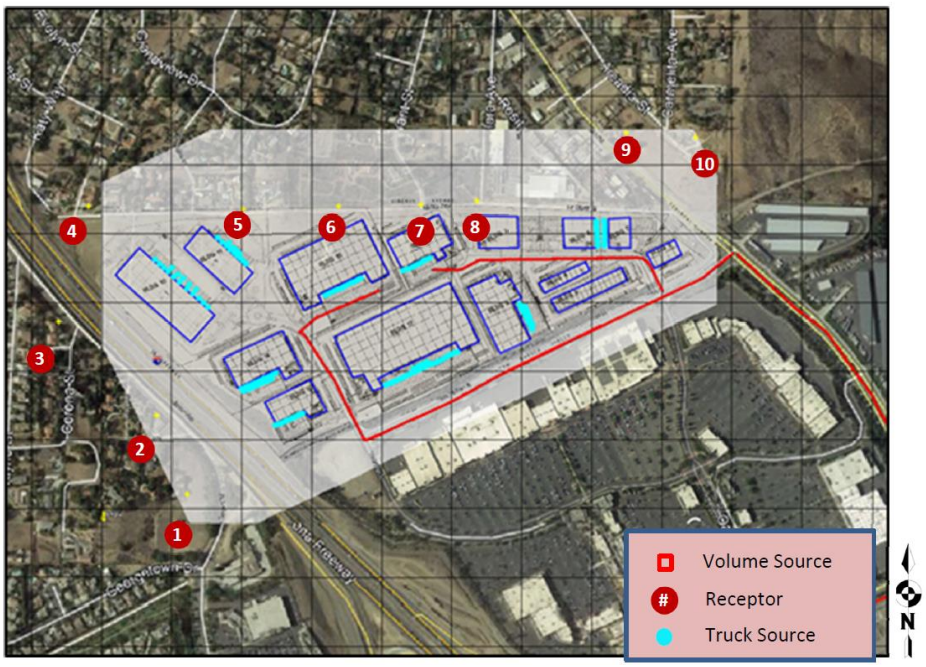
In the 2019 reporting data, 86.2 percent of over 25 horsepower units complied and 95.4 percent of units under 25 horsepower were in compliance, with an overall ATCM compliance rate of 89.0 percent (CARB, July 2021). An 89% compliance rate in 2019 indicates that Diesel Particulate emissions from TRUs in conservatively generate 0.0268 g/HP-hr. In addition, based on the likely approval of policy at CARB, new diesel fired TRUs starting in 2023 shall meet a 0.02 g/HP-hr requirement as well as require a 15% fleet transition to ZE every year reaching 100% in 2029.

Finally, it should also be noted that all cold storage warehouses within the project will install electric power plugs to power TRUs at the loading docks. TRUs plugged in will save diesel and will generate zero diesel particulates. The emissions inventory is calculated by combining the population of TRUs, the hours of activity of TRUs, the hp of the engines powering TRUs, load factors, emission factors, and fuel correction factors. Based on the results, each TRU would produce 0.31 grams per day per truck in the following equation (CARB, 2019):

Emissions = Activity x HP x LF x EF x FCF
Activity = Time the engine is running
HP = Horsepower
LF = Load factor
EF = Emission factor
FCF = Fuel correction factor (unit-less) based on calendar year

Figure 5-1 shows the modeling scenario. The 153 idling and starting events (305/2 total trips) for the trucks are identified as light blue dots/lines which have been located within the project's loading dock areas. All truck movement is represented as volume sources (identified as red squares/lines) and includes both trucks internal to the project site as well as along Tom Barnes Street, Temescal Canyon Road and Cajalco Road. Also, as previously identified, 30 trucks are modeled at the warehouses to have TRU emissions added to the standard truck emissions. The black grid represents a receptor matrix used by AERMOD to calculate emission contours. Also, 10 sensitive receptors have been included to represent residential areas surrounding the project site and have been identified with red circles (Ldn Consulting, September 2021).

Figure 5-1
AERMOD Modeling



Using AERMOD the dispersed concentrations of diesel particulates are estimated at the nearest residential homes and are used to evaluate estimated risk exposure. Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Doseair) is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30 and 16-70 years. The following algorithms calculate this dose for exposure through the inhalation pathways. The cancer risk dose calculation is defined in Equation 1 below (OEHHA, 2015).

Equation 1 $Dose_{air} = C_{air} * (BR/BW) * A * EF * (1x10^{-6})$

$Dose_{air}$	=	Dose through inhalation (mg/kg/d)
C_{air}	=	Concentration in air (µg/m3) Annual average DPM concentration in µg/m3 - AERMOD Annual Concentration.
BR/BW	=	Daily breathing rate normalized to body weight (L/kg BW-day). See Table I.2 for the daily breathing rate for each age range.
A	=	Inhalation absorption factor (assumed to be 1)
EF	=	Exposure frequency (unitless, days/365 days)
1x10-6	=	Milligrams to micrograms conversion (10^{-3} mg/ µg), cubic meters to liters conversion (10^{-3} m^3/l)

Table 5-6 shows the operational cancer risks at the receptors identified in Figure 5-1 above. The operational cancer risks would not exceed 10 per one million persons exposed over a 70-year period. Based on this, the project would generate a less than significant cancer risk impact to the surrounding area. The detailed cancer risk calculations are provided as an appendix in the updated operational health risk assessment for the revised project (Ldn Consulting, September 2021).

Table 5-6
Cancer Risk at Worst Case Exposure Location

Receptor	C_{air} ($\mu g/m3$)	70 Year Cancer Risk	Significant Impact
R1	0.00465	3.73	No
R2	0.00553	4.43	No
R3	0.00423	3.40	No
R4	0.00502	4.03	No
R5	0.01221	9.81	No
R6	0.01184	9.51	No
R7	0.01109	8.91	No
R8	0.01023	8.22	No
R9	0.00556	4.47	No
R10	0.00512	4.11	No
C_{air} = annual concentration from AERMOD			

Mitigation Measure:

MM 5-1

The revised project shall install electric power plugs at the warehouses with cold storage that will power TRUs when docked at the loading docks. The electric power plugs shall be shown on the tenant improvement building plans for the warehouses occupied with cold storage equipment.

6. TRANSPORTATION/TRAFFIC:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system	☐	☐	☐	☒
b. Conflict of be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	☐	☐	☐	☒
c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction	☐	☐	☐	☒
d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions	☐	☐	☐	☒
e. Change in air traffic patterns	☐	☐	☐	☒
f. Traffic hazards from design features	☐	☐	☐	☒

g.	Emergency access	☐	☐	☐	☒
h.	Conflict with alternative transportation policies	☐	☐	☐	☒

Discussion:

The Latitude Business Park MND (April 2020) included an analysis of the project's transportation impacts. To determine if the revised project associated with SPA2021-0001 would increase project trips to the point that would require additional mitigation not previously required, a Trip Generation Assessment for the Latitude Business Park dated June 18, 2021, was prepared by Linscott Law and Greenspan Engineers (LL&G). Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Tenth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017].

The trip generation forecast maintained the project's total building square footage at 1,074,771 square feet, but now added high cube cold storage warehouse to the mix of the land uses on the project site. The revised trip generation assessment included the following land uses:

Industrial Park:	174,055 sf
Light Industrial:	205,767 sf
Manufacturing:	159,744 sf
Warehouse:	360,205 sf
Warehouse/Cold Storage:	175,000 sf

The trip generation potential for the revised project was estimated using the ITE Land Use Code 110: General Light Industrial trip rates, ITE Land Use Code 130: Industrial Park trip rates, ITE Land Use Code 140: Manufacturing trip rates, ITE Land Use Code 150: Warehousing trip rates, ITE Land Use Code 157: High Cube Cold Storage Warehousing trip rates. The trip generation assessment summarizes the trip generation potential used in forecasting the vehicular trips, both autos and trucks, generated by the revised project using recommended factors published in the *Truck Trip Generation Study – City of Fontana, August 2003.* Consistent with standard traffic engineering practice, passenger car equivalent (PCE) factors have been utilized due to the expected heavy truck component of the revised project uses. A PCE factor of 1.5, 2.0, and 3.0 has been applied to large 2-axle, 3-axle, and 4+-axle trucks, respectively. It should be noted that since the manufacturing, warehouse, and cold storage warehouse use areas were separated out from the Industrial Park use area, which would account for the total PCE effect of the project; and given the relatively low amount of docks associated with industrial park and general light industrial buildings, no PCE factor was applied to the industrial park and general light industrial base trip generations.

The revised project is forecast to generate 3,672 daily trips, 446 (363 inbound, 83 outbound) AM peak hour trips, and 453 (106 inbound, 347 outbound) PM peak hour trips. It should be noted that these estimates include the conversion of truck-related trips to passenger car equivalents (PCE). The previously approved Latitude Business Park project (November 2019 General Plan Conformance Traffic Analysis) is forecast to generate 3,585 daily trips, 462 (370 inbound, 92 outbound) AM peak hour trips, and 469 (112 inbound, 357 outbound) PM peak hour trips.

The updated trip generation assessment dated June 2021, shows that the revised project is forecast to generate 87 greater daily trips, 16 fewer AM peak hour trips, and 16 fewer PM peak hour trips when compared to the trip generation of the previously approved project. Based on the net traffic generation potential of the revised project, the updated trip generation assessment concluded that the revised project will not require the preparation of a revised traffic impact analysis report and that the trips associated with the revised project will not significantly impact the existing surrounding roadway network beyond the previously approved project. Therefore, the proposed amendment does not change the analysis on transportation previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

Table 6-1
Revised Project Trip Generation Forecast

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour Enter	AM Peak Hour Exit	AM Peak Hour Total	PM Peak Hour Enter	PM Peak Hour Exit	PM Peak Hour Total
Manufacturing Trip Generation Forecast:							
140: Manufacturing (159,744 SF)							
❑ Passenger Cars	505	60	19	79	26	60	86
❑ 2-Axle Trucks	32	5	0	5	2	3	5
❑ 3-Axle Trucks	29	3	2	5	2	3	5
❑ 4+ Axle Trucks	62	8	2	10	3	8	11
Manufacturing Gross Trip Generation Forecast	***628***	***76***	***23***	***99***	***33***	***74***	***107***
PCE[3] Manufacturing Trip Generation Forecast:							
140: Manufacturing (159,744 SF)							
❑ Passenger Cars	505	60	19	79	26	60	86
❑ 2-Axle Trucks	48	8	0	8	3	5	8
❑ 3-Axle Trucks	58	6	4	10	4	6	10
❑ 4+ Axle Trucks	186	24	6	30	9	24	33
PCE Manufacturing Trip Generation Forecast [A]	***797***	***98***	***29***	***127***	***42***	***95***	***137***
Warehousing Trip Generation Forecast:							
150: Warehousing (360,205 SF)							
❑ Passenger Cars	505	35	11	46	14	39	53
❑ 2-Axle Trucks	32	4	0	4	0	4	4
❑ 3-Axle Trucks	29	4	0	4	0	4	4
❑ 4+ Axle Trucks	61	4	3	7	4	3	7
Warehousing Gross Trip Generation Forecast	***627***	***47***	***14***	***61***	***18***	***50***	***68***
PCE[3] Warehousing Trip Generation Forecast:							
150: Warehousing (360,205 SF)							
❑ Passenger Cars	505	35	11	46	14	39	53
❑ 2-Axle Trucks	48	6	0	6	0	6	6
❑ 3-Axle Trucks	58	8	0	8	0	8	8
❑ 4+ Axle Trucks	183	12	9	21	12	9	21
PCE Warehousing Trip Generation Forecast [B]	***794***	***61***	***20***	***81***	***26***	***62***	***88***
Warehousing Trip Generation Forecast:							
157: Cold Storage Warehousing (175,000 SF)							
❑ Passenger Cars	297	11	4	15	6	9	15
❑ 2-Axle Trucks	19	2	0	2	0	2	2
❑ 3-Axle Trucks	18	0	0	0	0	2	2
❑ 4+ Axle Trucks	37	2	0	2	0	2	2
Cold Storage Warehousing Gross Trip Generation Forecast	***371***	***15***	***4***	***19***	***6***	***15***	***21***
PCE[3] Warehousing Trip Generation Forecast:							
157: Cold Storage Warehousing (175,000 SF)							
❑ Passenger Cars	297	11	4	15	6	9	15
❑ 2-Axle Trucks	29	3	0	3	0	3	3
❑ 3-Axle Trucks	36	0	0	0	0	4	4
❑ 4+ Axle Trucks	111	6	0	6	0	6	6
PCE Cold Storage Warehousing Trip Generation Forecast [C]	***473***	***20***	***4***	***24***	***6***	***22***	***28***
Industrial Park Trip Generation Forecast:							
130: Industrial Park (174,055) [D]	587	57	13	70	15	55	70
Light Industrial Trip Generation Forecast:							
110: General Light Industrial (205,767 SF) [E]	1,021	127	17	144	17	113	130
Project Total Trip Generation Forecast [A+B+C+D+E]	**3,672**	**363**	**83**	**446**	**106**	**347**	**453**
General Plan Conformance Project Total Trip Generation Forecast	**3,585**	**370**	**92**	**462**	**112**	**357**	**469**
Net Project Total Trip Generation Forecast	**+87**	**-7**	**-9**	**-16**	**-6**	**-10**	**-16**

Note: The trip generation forecast uses the conversion of truck-related trips to passenger car equivalents (PCE) trips to determine the project's vehicular trips.

7. BIOLOGICAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Endangered or threatened species/habitat	☐	☐	☐	☒
b. Riparian habitat or sensitive natural community	☐	☐	☐	☒

c. Adversely affects federally protected wetlands	☐	☐	☐	☒
d. Interferes with wildlife corridors or migratory species	☐	☐	☐	☒
e. Conflicts with local biological resource policies or ordinances	☐	☐	☐	☒
f. Conflicts with any habitat conservation plan	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on biological conditions previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

8. MINERAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Loss of mineral resource or recovery site	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on mineral resources previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

9. HAZARDS AND HAZARDOUS MATERIALS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Transport, use or disposal of hazardous materials	☐	☐	☐	☒
b. Risk of accidental release of hazardous materials	☐	☐	☐	☒
c. Hazardous materials/emissions within ¼ mile of existing or proposed school	☐	☐	☐	☒
d. Located on hazardous materials site	☐	☐	☐	☒
e. Conflict with Airport land use plan	☐	☐	☐	☒
f. Impair emergency response plans	☐	☐	☐	☒

g.	Increase risk of wildland fires	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on hazardous conditions previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

10. NOISE:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed noise level standards	☐	☐	☐	☒
b. Exposure to excessive noise levels/vibrations	☐	☐	☐	☒
c. Permanent increase in ambient noise levels	☐	☐	☐	☒
d. Temporary increase in ambient noise levels	☐	☐	☐	☒
e. Conflict with Airport Land Use Plan noise contours	☐	☐	☐	☒

Discussion:

The Latitude Business Park MND (April 2020) included an analysis of the noise impacts associated with project construction and project operations. To determine if the revised project associated with SPA2021-0001 would result in an increase in operational noise that would require additional mitigation not previously required, an updated noise analysis was prepared by Ldn Consulting (June 2021). The operational noise associated with the revised project did not change from the previous analysis included in the Latitude Business Park MND. Therefore, cumulative operational noise is not an impact and no additional mitigation measures are required.

Operational Noise Levels

The Corona Municipal Code, Section 17.84.040, establishes sound level limits at property lines. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth Table 10-1. In example, residential land uses exist to the north and therefore, the project must meet a 55 dBA Leq daytime standard and a property line standard of 50 dBA Leq nighttime standard at the residential property line.

Table 10-1
CMC Chapter 17.84 Noise Levels

STATIONARY NOISE SOURCE STANDARDS				
TYPE OF LAND USE	MAXIMUM ALLOWABLE NOISE LEVELS			
	Exterior Noise Level		Interior Noise Level	
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Single-, Double- and Multi-Family Residential	55 dBA	50 dBA	45 dBA	35 dBA
Other Sensitive Land Uses	55 dBA	50 dBA	45 dBA	35 dBA
Commercial Uses	65 dBA	60 dBA	Not applicable	Not applicable
Industrial, Manufacturing or Agricultural	75 dBA	70 dBA	Not applicable	Not applicable

Source: Corona Municipal Code Chapter 17.84

Trucks

The project is proposed with loading docks and truck parking spaces. Operational noise levels from trucks will be required to meet the 75 dBA standard at the industrial use property lines surrounding the project. The nearest noise sensitive receptor (residential) from loading activities would exists 390 feet to the north and the buildings are oriented so that the truck bays do not directly face north. It is also worth noting that the northerly perimeter closest to the residential land uses will include a downward slope facing the project site. This slope will be landscaped with a variety of shrubs and trees which will help buffer sound beyond the project site. The trucks utilizing these parking spaces and loading docks consist of regular trucks. Regular trucks create a noise level of 67 dBA at 23 feet. With roughly 66 available loading docks and approximately 60 trailer spaces a maximum number of 126 trucks may be on site. Not all the trucks will be operating while onsite, most will be parked. It is anticipated that as many as up to 18 trucks per hour may operate (enter or exit the site).

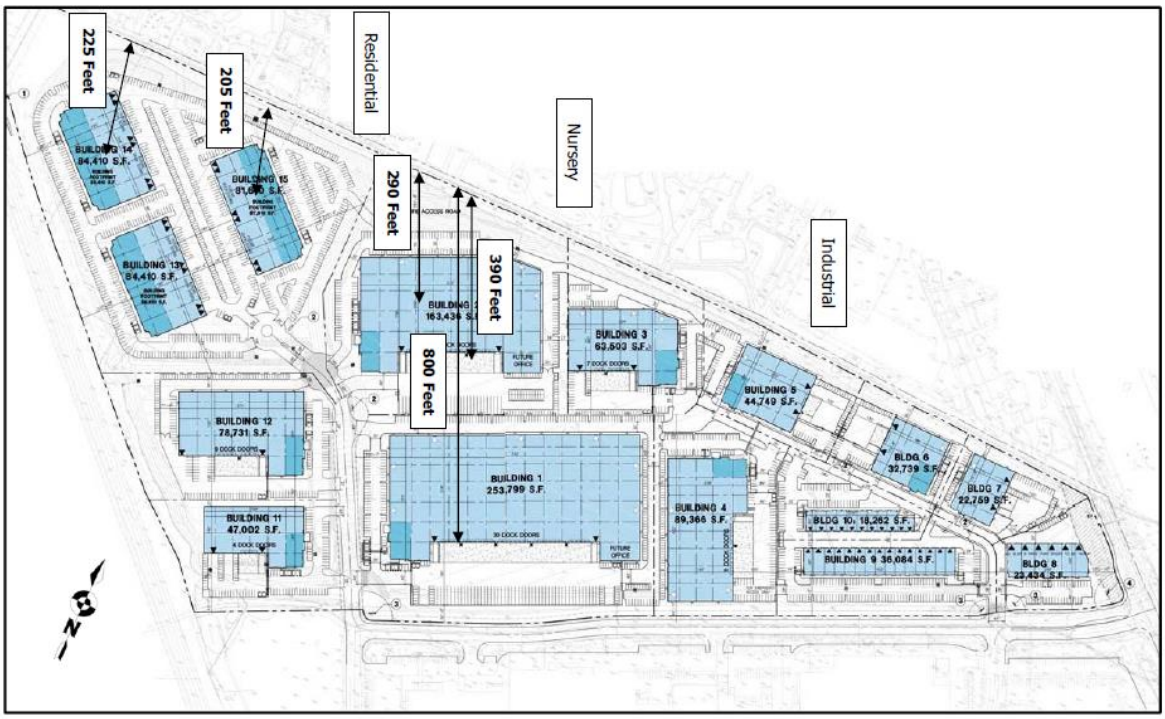
A truck will take approximately 5 minutes to drive in the site and position itself into a parking or loading bay. Based on the fact that trucks are not allowed to idle for more than 5 minutes within the State of California, it's assumed that each trip would not exceed 5 minutes or 10 minutes per round trip. Conservatively, no reduction was taken for the reduced operational time for the trucks. The noise level reductions due to the buildings is anticipated to reduce noise by about 20 decibels due to the locations of the noise sources and the height of the buildings. To be conservative, based on the truck movements, only a 10 decibel reduction was accounted for in the reductions (Ldn Consulting February 2020 & June 2021). Therefore, truck activity is not expected to exceed the noise levels established by the CMC on the project site. Also, Mitigation Measure 5-1 requires warehouse buildings with cold storage equipment to provide electrical power plugs that will power TRUs when docked at the loading docks. TRUs shall also be limited to operate on diesel for only 5 minutes per day while onsite.

Table 10-2 assumes at least 18 trucks per hour may operate at the site. Based on the closest distance of the warehouse building to the nearby residential properties to the north (390 feet), truck noise would adhere to the city's performance standards. Additionally, the loading docks for the warehouse buildings are oriented south in the opposite direction of the residential properties to the north. Figure 10-1 shows the average location of stationary noise sources (roof top equipment and loading docks). The loading docks for Building 2 and Building 1 have a distance of 390 feet and 800 feet from the north property line, respectively.

Table 10-2
Truck Activity Noise Level

Noise Level @ 23 Feet (dBA)	Quantity	Cumulative Noise Level (dBA)	Average Distance to Property Line (Feet)	Noise Reduction due to distance (dBA)	Noise Reduction for Buildings (dBA)	Resultant Property Line Noise Level (dBA)
67	18	79.6	390	-24.6	-10	45.0

Figure 10-1
Average Stationary Noise Sources



Roof-top Mechanical Ventilation Units

Rooftop mechanical ventilation units (HVAC) will be installed on the proposed buildings. Typically, mechanical equipment (HVAC) noise is 70-80 dBA at a distance of 3 feet from 3-ton to 10-ton units. The smaller buildings will have less units and smaller units. The larger buildings will have the larger sized units and number of units. Based on the site plans, the larger proposed buildings could have as many as ten (10) temperature control units (HVAC) located on the roof.

To determine the noise levels associated with the HVAC units on the northern buildings, the higher noise level of 80 dBA at 3 feet for each anticipated HVAC unit was utilized and as many as ten HVAC units would be in close proximity to each other and would operate at the same time. Based on the separation of each building and the separation of the HVAC units, cumulative noise levels from as many as ten HVAC units would be considered worst-case. To predict the worst-case future noise environment, continuous reference noise levels were used to represent the mechanical ventilation system. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition (Ldn Consulting February 2020 and June 2021).

HVAC units would be included on the roof of the proposed buildings and would be shielded by a mechanical screen and/or the roof parapet, which would further reduce the noise levels by 5 decibels or more. The HVAC units would be spread out on the roof of the buildings with an average distance of 205 feet from Building 15 to the nearest residential property lines to the north and 225 feet from Building 14 and 290 feet from Building 2 (Figure 10-1).

Table 10-3 shows the HVAC units will comply with the city's nighttime 50 dBA Leq noise standards at the shortest average distance of 205 feet and no mitigation or impacts are anticipated.

Table 10-3
HVAC Noise Levels

Noise Level @ 3 Feet (dBA)	Quantity	Cumulative Noise Level (dBA)	Average Distance to Property Line (Feet)	Noise Reduction due to distance (dBA)	Noise Reduction for Shielding (dBA)	Resultant Property Line Noise Level (dBA)
80	10	90.0	205	-36.7	-5	48.3

The cumulative operational noise level with the truck activities (45.0 dBA) and roof-top HVAC units (48.3 dBA) would result in an overall noise level of 50.0 dBA. This assessment is conservative, since not all the HVAC units and trucks will be operating at the same time. Therefore, no cumulative noise impact would result from the revised project operations.

11. PUBLIC SERVICES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fire protection	☐	☐	☐	☒
b. Police protection	☐	☐	☐	☒
c. Schools	☐	☐	☐	☒
d. Parks & recreation facilities	☐	☐	☐	☒
e. Other public facilities or services	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on public services previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

12. UTILITIES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements	☐	☐	☐	☒
b. Involve construction/expansion of water or wastewater treatment facilities	☐	☐	☐	☒
c. Involve construction/expansion of storm drains	☐	☐	☐	☒
d. Sufficient water supplies/compliance with Urban Water Management Plan.	☐	☐	☐	☒
e. Adequate wastewater treatment capacity	☐	☐	☐	☒
f. Adequate landfill capacity	☐	☐	☐	☒
g. Comply with solid waste regulations	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on utilities previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

13 AESTHETICS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highway	☐	☐	☐	☒
b. Degrade visual character of site & surroundings	☐	☐	☐	☒
c. Light or glare	☐	☐	☐	☒
d. Scenic resources (forest land, historic buildings within state scenic highway	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on aesthetics previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

14. CULTURAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Historical resource	☐	☐	☐	☒
b. Archaeological resource	☐	☐	☐	☒
c. Paleontological resource or unique geologic feature	☐	☐	☐	☒
d. Disturb human remains	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on cultural resources previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

15. AGRICULTURE RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Williamson Act contract	☐	☐	☐	☒

b.	Conversion of farmland to nonagricultural use	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on agricultural resources previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

16. GREENHOUSE GAS:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Generate greenhouse gases	☐	☐	☐	☒
b.	Conflict with a plan, policy or regulation	☐	☐	☐	☒

Discussion:

The Latitude Business Park MND (April 2020) included an analysis of the project's greenhouse gas emissions. To determine if the revised project associated with SPA2021-0001 would result in an increase in project operational greenhouse gases that would require additional mitigation not previously required, a Greenhouse Gas Emissions Update dated June 2, 2021, was prepared by Ldn Consulting. The revised project does not increase the overall combined building square footage of 1,074,771 square feet approved for the project but does adjust the land uses within the buildings to include 175,000 of cold storage warehouse. The revised land use square footages include:

General Light Industrial:	205,770 sf
Industrial Park:	174,060 sf
Manufacturing:	159,740 sf
Warehouse Refrigeration:	175,000 sf
Warehouse:	360,210 sf

Additionally, as required by the CAL Green Code, the project will provide 82 electric vehicle charging stations, will install high efficiency LED lighting and will implement a solid waste recycling program where at least 75% of the waste is diverted from landfills and recycled.

Revised Project Related Operational Emissions

Greenhouse Gas (GHG) emissions from daily operations would include sources such as area, energy, mobile, waste and water uses. Area sources include usage of consumer products, landscaping and architectural coatings as part of regular maintenance. Energy sources would be from uses such as electricity and natural gas. Solid waste generated in the form of trash is also considered as decomposition of organic material breaks down to form GHGs. GHGs from water are also indirectly generated through the conveyance of the resource via pumping throughout the state and as necessary for wastewater treatment. Finally, the project would also generate air quality emissions and GHG through the use of carbon fuel burning vehicles for transportation.

GHG impacts related to the revised project daily operations were calculated using the latest CalEEMod 2016.3.2 air quality and GHG model, which was developed by Breeze Software for South Coast Air Quality Management District (SCAQMD) in 2017. The City of Corona recognizes the CalEEMod Version 2016.3.2 as an acceptable model for projects of this nature. The City's Climate Action Plan (CAP) requires that the project would have less than significant GHG impacts if an industrial project either shows a reduction of 100 Point using the City's Screening Tables within the CAP or shows a reduction of 2.00 MT CO2e per 1,000 SF of commercial/industrial building area from the 2017 emissions scenario in 2030.

Industrial screening methodologies are limited within the City's Screening Tables. Based on this, the proposed project will utilize the later methodology where the project would be required to show a reduction of 2.00 MT CO2e per 1,000 SF. Since the modeling for the 2022 scenario was previously prepared and utilized within the Air Quality Analysis for the project, the 2022 scenario was utilized. This comparison would be conservative since emissions within CalEEMod for 2017 would be higher.

The traffic modeling in the project's Traffic Impact Analysis (LL&G, November 2019) with the Trip Generation Assessment updated in June 2021, assumed a higher trip count by modifying actual truck trips to passenger car equivalents (PCE). Like the air quality analysis, GHG emissions are based on truck size (number of axels), which uses actual truck trips based on axels as

reported in the project's traffic study. Additionally, the model was updated to reflect the estimated weekday Vehicle Miles Traveled (VMT) expected by the project (Fehr & Peers, 2019) with a yearly estimate of 10,802,025 VMT.

Project Design Features (PDF)

As required by the CAL Green Code, the project will provide 82 Level II Electric Vehicle (EV) chargers which will allow for onsite charging of electric vehicles. As background to EVs, a standard petroleum-based car is rated in miles per gallon (MPG), Zero Emission Vehicles (ZEVs) such as EV are typically rated in kilowatt hours per 100 miles traveled. The U.S. Department of Energy has developed a mile per gallon gasoline equivalent unit (MPGe) of 0.337 kWh/100 miles traveled (Department of Energy, 2000). The U.S. Department of Energy estimates that the average fuel economy for ZEVs in 2017 is as high as 136 MPGe for the midsize Hyundai Ioniq, having a range of 124 miles. The higher range Tesla Model S can achieve a range of 335 miles with a fuel efficiency of 102 MPGe. For purposes of analysis within this report, an average fuel efficiency of 100 MPGe is used. Also, EV miles are assumed to offset GHGs from light duty cars.

EV chargers onsite are expected to be utilized on average over the network of chargers between 2 and 3 hours per day for at least 260 days per work year. Each Level II charging location runs on a 220-volt system and is capable of providing between 6.6 and 19.2 kW of power. Based on this, for a 100 MPGe vehicle, each hour of charging will provide a range of 56.97 miles or 113.94 miles on a 2 hour charge per vehicle. The EV chargers may be utilized more than 2 hours a day and this would be conservative.

Given the project's design feature to install 82 Level II EV charging stations, the chargers would provide enough charge for 9,343.08 zero emission-driven miles per day or 2,429,200.8 miles per a 260 day work year. Based on a review of annual outputs from CalEEMod, for light duty cars only reduce emissions by 0.00027 MT CO2e per mile traveled. Based on this, the installation of 82 Level II charging stations would reduce CO2e emissions by 0.00027 MT per mile traveled times 2,429,200.8 annual miles or 655.88 MT CO2e per year.

Also, the project will exclusively utilize high-efficiency indoor and outdoor lighting in all buildings. One example of high-efficiency lighting is light-emitting diode (LED) lighting. LED indoor lighting is 75-90% more efficient than standard lighting. For example: a 10 watt LED bulb replaces a 60 watt standard bulb, which would be 83% more efficient. A typical 15 watt LED bulb has an equivalent rating of a 100 watt standard bulb.

High-efficiency lighting is addressed by Title 24 standards of the California Energy Code. These standards specifically call out lighting power density requirements for non-residential land uses. The default parameters of the version of CalEEMod used in this analysis (along with its predecessor versions) do not account for high-efficiency lighting technologies or the Title 24 standards. For purposes of this analysis, the design feature to utilize 100% high-efficiency lighting would reduce energy usage from combined indoor and outdoor lighting by at least 75%, which modified the intensity within CalEEMod directly.

The project would recycle and divert up at least 75% of solid waste. This requirement would be consistent with California's Assembly Bill 341 and Cal Green Code. The project is also required to install low flow water fixtures within all restrooms and common areas. Finally, the project would reduce outdoor water requirements by utilizing a native plant based landscaping scheme.

The 2022 emissions estimated within the project design features is shown in Table 16-1 below. The revised project would generate 9,650.61 MT CO2e. The CalEEMod output for this scenario is an attachment to the Greenhouse Gas Update (Ldn Consulting, June 2021) Using the City's CAP, the project would be required to reduce GHG emissions by 2.00 MT CO2e per 1,000 gross square feet of commercial/industrial building area or 2,149.4 MT CO2e.

Table 16-1
Expected Operational Emissions Summary – MT/Year

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Area	0.00	0.08	0.08	0.00	0.00	0.09
Energy	0.00	4,478.06	4,478.06	0.16	0.05	4,497.64
Mobile	0.00	4,755.94	4,755.94	0.23	0.00	4,761.64
Waste	237.94	0.00	237.94	14.06	0.00	589.48
Water	78.85	787.29	866.14	8.13	0.20	1,128.59
Total	**316.79**	**10,021.37**	**10,338.16**	**22.58**	**0.25**	**10,977.44**
82 EV Chargers						-655.88
LED Lighting						-523.58
Recycling Program						-147.37
Total Operations with PDFs	**316.79**	**10,021.37**	**10,338.16**	**22.58**	**0.25**	**9,650.61**

Modeling is based on the project design features to include High Efficiency LED lighting and Recycling Diversion onsite of at least 75%. Reductions from PDFs are shown separately.

GHG emission from 2030 including reduction from the design features identified in Table 16-1, the project would be 7,495.78 MT CO2e and are shown in Table 16-2. The CalEEMod output for this scenario is provided as an attachment to the GHG Update (June 2021). The reduction would be 3,481.66 MT CO2e which exceeds the requirement to alternatively reach 100 points identified within the CAP. The project would have a less than significant GHG impact and would therefore comply with the City's GHG policies under the CAP without mitigation. Based on this, the project would not be required to implement GHG design features beyond those required by State and City regulations.

Table 16-2
Expected Operational Emissions Summary 2030 – MT/Year

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Area	0.00	0.08	0.08	0.00	0.00	0.09
Energy	0.00	2929.26	2929.26	0.10	0.04	2942.74
Mobile	0.00	3927.38	3927.38	0.16	0.00	3931.45
Waste	178.45	0.00	178.45	10.55	0.00	442.11
Water	78.85	495.14	573.99	8.12	0.20	835.27
82 EV Chargers						-655.88
Total Operations 2030	257.30	7,351.86	7,609.16	18.93	0.24	7,495.78
Total Operations 2022 (without PDF)	514.60	11,774.38	12,288.98	37.76	0.44	10,977.44
Difference	**-257.30**	**-4,422.52**	**-4,679.82**	**-18.83**	**-0.20**	**-3,481.66**

Modeling results shown for 2030 included PDFs. PDFs include 100% High Efficiency LED lighting, Low Flow water Fixtures and Recycling Diversion onsite of at least 75%

Alternatively, using SCAQMDs screening threshold for industrial projects, since the project produces fewer than 10,000 MT CO2e screening threshold for industrial projects per year during operations in 2022, a less than significant GHG impact would be expected from the operations of the revised project.

17. TRIBAL CULTURAL RESOURCES	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	☐	☐	☐	☒

Discussion:

Tribal cultural resources were previously analyzed under the Latitude Business Park MND (April 2020). A negative cultural resources assessment was prepared for the project site by LSA Associates in June 2008. Ethnographically, the project site is within the Gabrielino territory. The northernmost territory of the Luiseno also just reaches the project area. The assessment determined that no Gabrielino or Luiseno villages are located near the project area. Also, due to the historic use of the property as a sand mine, which involved the excavation of earthen materials to depths 30 feet and 40 feet below surface level, it is not likely that tribal resources exist on the site today in its current condition.

AB 52 requires local agencies to consult with interested tribes about development projects. The purpose of AB 52 is to ensure that local and tribal governments, public agencies and project proponents have information available, early in the planning process to identify and address potential adverse impacts to tribal cultural resources. In February 2019, the city contacted the following Native American Tribes regarding the proposed project and consultation under AB 52:

- Soboba Band of Luiseno Indians
- Pechanga Band of Luiseno
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrieleno Band of Mission Indians – Kizh Nation
- Torres Martinez Desert Cahuilla Indians
- Santa Rosa Band of Cahuilla Mission Indians
- Rincon Band of Luiseno Indians

The city was contacted by the Rincon Band of Luiseno Indians on March 18, 2019, the Pechanga Band of Luiseno on March 20, 2019, and the Soboba Band of Luiseno Indians on March 27, 2019, requesting consultation. The city completed tribal consultation with the Rincon Band of Luiseno Indians on September 3, 2019. The Rincon Band of Luiseno Indians concluded there was an unlikelihood that cultural resources exist on the property due to the previous mining operation and grading that has occurred on the project site. The tribe had no additional concerns and did not request any mitigation measures relating to cultural resources. The city contacted the other two tribes on two separate occasions requesting consultation but a response from either tribe was never received. On September 20, 2019, the city contacted Pechanga Band of Luiseno and Soboba Band of Luiseno Indians for a third time and provided a deadline for consultation by September 27, 2019. The city received no responses from either tribe and concluded consultation on September 27, 2019.

Based on the previous use of the property and the mass grading activity that has occurred across the project site and the lack of physical resources, the Latitude Business Park MND determined that the project would not have an impact on tribal cultural resources.

SPA2021-0001 is subject to tribal consultation under AB 52 and SB 18. SB 18 requires local agencies to notify and consult with tribes about development projects. Similar to AB 52, the intent of SB 18 is to aid in the protection of traditional tribal cultural resources. However, consultation under SB 18 is only required when a project involves a Specific Plan Amendment or General Plan Amendment land use application. Staff chose not to conduct consultation under SB 18 based on the previous findings that cultural resources are not likely to exist given the previous use of the property and the mineral extractions that have occurred over the years. Additionally, the project had already gone through consultation under AB 52 and the site is under construction. The revised project does not change the previous analysis.

On March 4, 2021, the city received a letter from the Rincon Band of Luiseno Indians requesting to consult under AB 52 on the current project. Staff corresponded by email with Ms. Cheryl Madrigal, Cultural Resources Manager, from the Rincon Band of Luiseno Indians and notified her that the project is associated with the same project site that the Rincon Band of Luiseno Indians had previously requested consultation on, but ultimately did not request any mitigation measures for the site. In response to this information, Ms. Madrigal had no further comments on the revised project.

On March 22, 2021, the city received a letter from the Soboba Band of Luiseno Indians in response to the current project requesting for consultation. Consultation was held on April 6, 2021. Due to the site's previous use as a mine, the previous cultural resource analysis prepared for the Latitude Business Park MND and the fact that the site is already under construction, the Soboba Band of Luiseno Indians had no further comments and closed consultation.

Based on the previous findings in the Latitude Business Park MND (March 2020), the revised project would not impact cultural resources.

18. MANDATORY FINDING OF SIGNIFICANCE:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fish/ wildlife population or habitat or important historical sites	☐	☐	☐	☒
b. Cumulatively considerable impacts	☐	☐	☐	☒
c. Substantial adverse effects on humans	☐	☐	☐	☒
d. Short-term vs. long-term goals	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on the mandatory finding of significance previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

19. WILDFIRE:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan	☐	☐	☐	☒
b. Due to slope, prevailing wind, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes	☐	☐	☐	☒

Discussion:

The proposed amendment does not change the analysis on wildfire previously discussed in the Latitude Business Park MND adopted on April 1, 2020. This is not an impact.

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

Discussion:

The Latitude Business Park MND (April 2020) included an analysis of the project's energy consumption. To determine if the revised project associated with SPA2021-0001 would create changes to the project's operational energy consumption, an updated energy use conservation analysis was prepared by Ldn Consulting dated June 2, 2021. The updated analysis was consistent with the original analysis for the project and did not disclose new information not previously evaluated in the Latitude Business Park MND. The project will continue to follow mandatory state regulations required per the CAL Green Code which includes:

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- 65 percent of construction waste must be diverted from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.
- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations.
- Low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring, and particle boards.

Additionally, the project at a minimum is required to comply with the nonresidential mandatory measures for bicycle parking, designated parking for clean air vehicles and electric vehicle charging stations. The number of EV charging stations for a project is determined by Table 5.106.5.3.3 of the California Code of Regulations, Title 24, Part 11. The project proposes to have 82 EV charging stations. Compliance with the California Green Building Standards Code is checked by city staff during the plan check process and prior to the issuance of a building permit.

Therefore, the long-term energy demand during operations of the project would not result in a wasteful or inefficient use of energy. As renewable portfolios increase and as electric vehicle operations become more standardized, energy consumptions will decrease. Given this, the project would not result in a wasteful or inefficient use of energy and is not an impact.

21. PREVIOUS ENVIRONMENTAL ANALYSIS:

Earlier analysis may be used when one or more of the environmental effects have been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063).

DOCUMENTS INCORPORATED BY REFERENCE:

1. Latitude Business Park Mitigated Negative Declaration (MND). Adopted April 1, 2020. Available at https://www.coronaca.gov/government/departments-divisions/building/projects.
2. Air Quality Assessment for Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.
3. Operational Health Risk Screening Update for Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.
4. Revised Operational Health Risk Screening Update for Latitude Business Park SPA2021-0001. Lnd Consulting. September 3, 2021
5. Trip Generation Assessment for the Latitude Business Park SPA2021-0001. LL&G Engineers. June 18, 2021.
6. Noise Study for the Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.
7. Greenhouse Gas Update for the Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.
8. Energy Use and Conservation Update for the Latitude Business Park SPA2021-0001. Lnd Consulting. June 2, 2021.

MITIGATION MONITORING AND REPORTING PROGRAM
CITY OF CORONA

Mitigation Measure	Topic	Implementation Action	Method of Verification	Timing	Responsible Person	Verification Date
5-1	The revised project shall install electric power plugs at the warehouses with cold storage that will power TRUs when docked at the loading docks. The electric power plugs shall be shown on the tenant improvement building plans for the warehouses occupied with cold storage equipment.	Building Tenant Improvement Plans	Plan check review and field inspection.	Field inspection on electrical and tenant improvements.	Building Inspector	Prior to final inspection sign-off of the tenant improvement