



**CITY OF CORONA**  
**MITIGATED NEGATIVE DECLARATION**

**NAME, DESCRIPTION AND LOCATION OF PROJECT:**

**PP2018-0003**

Application for a Precise Plan review of a proposed 90,865 square foot proposed commercial development including a four-story hotel, 11,000 square feet of restaurant space including a drive-through, 15,800 square feet of retail floor area including convenience store/10-pump fuel station with a 2,000 square foot drive through car wash (CUP2018-0007) on 7.3 acres located at the northwest corner of Dos Lagos Drive and Temescal Canyon Road in the Commercial designation of the Dos Lagos Specific Plan (SP-99-03).

**CUP2018-0007**

Application for a Conditional Use Permit for a 2,000 square foot drive-through car wash to be located on the south side of a proposed convenience store (PP2018-0003) as part of a commercial development proposed at the northwest corner of Dos Lagos Drive and Temescal Canyon Road in the Commercial designation of the Dos Lagos Specific Plan (SP-99-03).

**ENTITY OR PERSON UNDERTAKING PROJECT:**

Patrick Tritz and Griffin Hauptert, Terrano Plaza LLC (Rexco), 2518 N. Santiago Blvd., Orange, CA 92867

The Planning and Housing Commission, having reviewed the initial study of this proposed project and the written comments received prior to the public meeting of the Commission, and having heard, at a public meeting of the Commission, 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 Planning and Housing Commission 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 South Vicentia Avenue, Corona, CA 92882.

Date: \_\_\_\_\_

\_\_\_\_\_  
Chair  
City of Corona

Date filed with County Clerk: \_\_\_\_\_

\_\_\_\_\_

# CITY OF CORONA

## INITIAL STUDY / ENVIRONMENTAL CHECKLIST

### PROJECT TITLE:

#### PP2018-0003

Application for a Precise Plan review of a proposed 90,865 square foot proposed commercial development including a four-story hotel, 11,000 square feet of restaurant space including a drive-through, 15,800 square feet of retail floor area including convenience store/10-pump fuel station with a 2,000 square foot drive through car wash (CUP2018-0007) on 7.3 acres in the Commercial designation (Planning Area 1) of the Dos Lagos Specific Plan (SP-99-03).

#### CUP2018-0007

Application for a Conditional Use Permit for a 2,000 square foot drive-through car wash to be located on the south side of a proposed convenience store (PP2018-0003) as part of a commercial development proposed in the Commercial designation (Planning Area 1) of the Dos Lagos Specific Plan (SP-99-03).

### PROJECT LOCATION:

The northwest corner of Dos Lagos Drive and Temescal Canyon Road in the Commercial designation (Planning Area 1) of the Dos Lagos Specific Plan (SP-99-3).

### PROJECT PROPONENT:

Patrick Tritz and Griffin Hauptert, Terrano Plaza LLC (Rexco), 2518 N. Santiago Blvd., Orange, CA 92867

### PROJECT DESCRIPTION:

PP2018-0003 and CUP2018-0007 are two components of a mixed-use project that began in 2016 with the entitlement and construction of 276 apartment units on the westerly 13.7 acres of Planning Area 1 of the Dos Lagos Specific Plan area at the southerly tip of the city. At that time, the concept for a future commercial component of the mixed-use project was envisioned for the easterly 7.31 acres of Planning Area 1 but had not yet been solidified. With the recent construction of the apartments, the potential development of the commercial portion has further evolved with entitlement now being pursued.

### ENVIRONMENTAL SETTING:

**Site Description:** Planning Area 1 lies north of Dos Lagos Drive between Temescal Canyon Road on the east and Interstate 15 on the west. The entire site is relatively flat. The site was historically over-excavated and rough graded with the commercial project to the immediate north, *The Shoppes at Dos Lagos*, when it was developed in 2005. The subject site contains no natural vegetation or water courses that could accommodate any fish or wildlife species.

**Site Surroundings:** The property to the north is developed with *The Shoppes at Dos Lagos*, a commercial lifestyle center in the Entertainment Commercial (EC) designation of the Dos Lagos Specific Plan (SP99-03). The property to the east contains an apartment complex in the Rural Residential (RR) designation of the same specific plan. To the south beyond Dos Lagos Drive are existing commercial businesses in the unincorporated County of Riverside. To the west beyond Interstate 15 is vacant property also in the unincorporated county area.

## GENERAL PLAN \ ZONING:

The General Plan designation for the subject site is Mixed Use I (Commercial/Residential) which accommodates the development of properties with either retail commercial and office uses or an integrated mix of commercial and residential in a vertical or horizontal configuration on the same site which in this case is all of Planning Area 1. The Commercial designation of the site is consistent with the underlying Mixed Use I General Plan designation. The existing commercial lifestyle center to the north has an underlying General Plan designation of General Commercial with which the Dos Lagos Commercial Specific Plan designation is consistent. The existing apartments to the east have a High Density Residential (HDR) designation allowing 15-36 dwelling units per acre with which the Rural Residential Specific Plan designation is consistent. The property in the unincorporated county area to the south has a county General Plan and zoning of Commercial Retail. The vacant land to the west beyond Interstate 15 has a county General Plan and zoning of Rural Estate Residential.

## 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.**
  
- XX 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.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Land Use Planning                          | <input type="checkbox"/> Mineral Resources                    | <input type="checkbox"/> Agricultural Resources             |
| <input type="checkbox"/> Population and Housing                     | <input type="checkbox"/> Hazards / Hazardous Materials        | <input type="checkbox"/> Greenhouse Gases                   |
| <input type="checkbox"/> Geologic Problems                          | <input type="checkbox"/> Noise                                | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Hydrology and Water Quality                | <input type="checkbox"/> Public Services                      | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Air Quality                                | <input type="checkbox"/> Utilities                            |   |
| <input checked="" type="checkbox"/> <b>Transportation / Traffic</b> | <input type="checkbox"/> Aesthetics                           |   |
| <input type="checkbox"/> Biological Resources                       | <input checked="" type="checkbox"/> <b>Cultural Resources</b> |   |

Date Prepared: 7-31-18

Prepared By: TERRI MANUEL, AICP, PLANNING MANAGER

Contact Person: Terri Manuel

Phone: 951-736-2434

**AGENCY DISTRIBUTION**

(check all that apply)

- Responsible Agencies
- Trustee Agencies (CDFG, SLC, CDPR, UC)
- State Clearinghouse (CDFG, USFWS, Redev. Projects)
- SCAQMD (Includes technical studies)**
- Pechanga
- Soboba**
- WQCB
- Other \_\_\_\_\_

**UTILITY DISTRIBUTION**

**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

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)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with surrounding land uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Physically divide established community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

Planning Area 1 is part of the greater master planned area of Dos Lagos that is intended for development of a mix of land uses that include commercial, entertainment, office, and residential with internal pedestrian proximity. Planning Area 1 is identified in the master plan as a Mixed Use designation that is intended to accommodate a mix of commercial and residential uses. The 276-unit apartment complex under construction on the west side of Planning Area 1 is the residential component of the overall site development plan. The applications that are currently proposed (PP2018-0003 and CUP2018-0007) are an implementation of the commercial component of the same mixed-use project. The site development plan proposed with these applications complement the residential portion with a cohesive design that features central shared access and pedestrian proximity. The project, as a whole, as well as the separate components of multi-family residential and commercial, do not create land use incompatibilities, but rather fosters opportunities for people to live in the same area where supporting commercial, entertaining, shopping, and potentially employment are within walking distance reducing the need for vehicle trips. The project will not divide an established community because the site is an infill location master planned to fit into the context of the overall geographic area. Implementation of the project will not result in significant impacts related to land use, and therefore, no mitigation is warranted related to land use and planning.

**2. POPULATION AND HOUSING:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Induce substantial growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing or people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The proposed project does not induce substantial growth beyond that previously evaluated with the master planning of the Dos Lagos area and subsequent amendments. The specific plan provides for up to 450 residential units ascribed to Planning Area 1, and the population growth attributable to that original potential number based on the applicable factors at the time of residential entitlement (3.5 persons per household and 2.7% vacancy factor, California State Department of Finance, Demographic Research Unit, Table 2: E-5 City/County Population and Housing Estimates, 1/1/2016 entitlement year ) the maximum potential population yield for Planning Area 1 was 1,533 persons. The residential portion was underbuilt with substantially fewer residential units (276) with a projected population yield of 940 by comparison which is within the parameters previously evaluated with SPA12-004 and GPA12-003 and within the growth parameters of the city's 2004 General Plan for build-out year 2025. The growth also was determined to not exceed the regional growth projections at the time of residential entitlement by the Southern California Association of Governments (SCAG) for the City of Corona. The proposed commercial component of this mixed-use project will not induce substantial growth or displace any housing, but rather will create a degree of sustainability by providing supportive commercial uses in pedestrian proximity of not only the residential units in Planning Area 1 but also in other parts of Dos Lagos and even in the county area to the south. Therefore, no mitigation is warranted related to population and housing.

**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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Grading of more than 100 cubic yards                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Grading in areas over 10% slope                                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Substantial erosion or loss of topsoil                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Unstable soil conditions from grading                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Expansive soils   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

Although the project site is located in a region of generally high seismicity, per Figure 4.5-7 of the General Plan Technical Background Report and the Dos Lagos Specific Plan EIR, the project site is not located within an Alquist-Priolo Seismic Special Study Zone, and no known active or potentially active fault crosses the project site. The Dos Lagos Specific Plan EIR also addressed the potential for liquefaction; however, due to the soil conditions, and combined with the relatively dense nature of the soils, the site is not subject to liquefaction. As such, this project will not result in a significant impact, and no mitigation is warranted.

The site was previously rough graded with the property to the north prior to its development with *The Shoppes at Dos Lagos* in 2005 and is relatively flat. Furthermore, Planning Area 1 was graded with the construction of the apartments on the west side of the planning area. The proposed commercial portion of the site will continue to be graded and finished a manner consistent with the overall site design that will achieve appropriate positive drainage in accordance with the city's grading regulations. Potential impacts are mitigated through adherence to the city's grading ordinances by frequent watering of the site, tire shaker plates at entrance/exits and cleaning of haul roads. Compliance with these requirements is ensured through the grading permit and inspection process through the city's Public Works Department, thereby resulting in less than significant impacts. Therefore, no mitigation is warranted related to geology.

**4. HYDROLOGY AND WATER QUALITY:**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than significant Impact	No Impact
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- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Violate water quality standards/waste discharge requirements | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Deplete groundwater supplies                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c. Alter existing drainage pattern                              | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d. Increase flooding hazard                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e. Degrade surface or ground water quality                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f. Within 100-year flood hazard area                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g. Increase exposure to flooding                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h. Exceed capacity of storm water drainage system               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion:**

The proposed development of the commercial component of Planning Area 1 will add to the impermeable surface coverage increasing surface run-off. A preliminary Water Quality Management Plan (WQMP) (Land Development Design Company, LLC, December 31, 2015) was prepared for the entirety of Planning Area 1 to ensure that the project addresses potential water quality issues. The developer will be required to implement on-site Best Management Practices (BMPs) identified in the WQMP to minimize pollutant run-off into the city's storm water drainage system. The project will implement underground storm water detention and infiltration systems on the northeast and southeast quadrants (commercial side of Planning Area 1). Such systems eliminate the need for surface holding ponds that reduce the usability of the land. Standard BMPs will also be implemented to maximize permeable surfaces, landscape with drought resistant materials reducing the need for irrigation, site maintenance, spill prevention, control and clean-up, fertilizer and pesticide management, roof run-off controls, and a host of other features that are part of the site design and ongoing operations to ensure continued water quality control. Prior to the issuance of grading permits, the applicant will be required to submit a final WQMP to be reviewed by the Public Works Department. This will result in less than significant impacts related to water quality, and therefore, no further mitigation is required.

A hydrology study was prepared as well for the full site development of Planning Area 1 (Land Development Design Company, LLC, December 31, 2015). The study evaluated the anticipated storm flows for the post-developed condition of the project site including the residential and commercial portions as they form a cohesive site development to verify the capacity of the existing storm drain at the intersection of Temescal Canyon Road and Dos Lagos Drive. Based on the project design, the site will be 80% impervious with surface flows toward the northeast into the private streets and drives where inlets will convey the flows to one of the two underground systems. Implementation of the storm water collection and conveyance systems according to the referenced hydrology study will result in less than significant impacts, and no further mitigation is required.

**5. AIR QUALITY:**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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- |   |                          |                                     |                          |                                     |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Conflict with air quality plan           | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Violate air quality standard             | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Net increase of any criteria pollutant   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Expose sensitive receptors to pollutants | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| e. Create objectionable odors               | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

The project site lies within the southern portion of the South Coast Air Basin (Basin), which is a 6,600-square mile area that includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The agency that regulates air quality in this region is the Southern California Air Quality Management District (SCAQMD). At the state level, air quality is regulated by the California Air Resources Board (CARB) and at the federal level it is the U.S. Environmental Protection Agency (EPA). The SCAQMD is responsible for attaining state and federal clean air standards in the Basin. The SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the Basin to reduce emissions of criteria pollutants to a level that is considered safe by the CARB and EPA.

The development of Planning Area 1 was evaluated in an air quality screening assessment prepared by LDN Consulting, Inc. (January 25, 2016) with the entitlement of the 276 apartments on the westerly portion of Planning Area 1. The commercial portion of the mixed-use project was included in conceptual form at that time and was evaluated with the overall project in terms of potential air quality impacts from construction and operational emissions resulting from implementation of the project utilizing the then-latest CalEEMod air quality and greenhouse gas emissions model by ENVIRON International Corporation for the SCAQMD. Short-term emissions are those that would be related to construction including site preparation, grading, paving, building construction and architectural coatings. Operational emissions were also included with estimations for long-term during summer and winter months for energy use, mobile sources, and area sources. The 2016 study concluded that, when compared to the significance thresholds established for daily operational air quality emissions, no pollutant would exceed such thresholds on a long-term basis, and therefore, no impacts related to pollutants were identified that warranted further mitigation.

With the further refinement of the commercial portion of Planning Area 1, additional analysis has been prepared to address air quality, greenhouse gas emissions (Number 16 below) and health risk, hereinafter addressed (LDN Consulting, Inc., August 1, 2018 as revised). The mass grading of the site has been previously completed as part of the master plan and previous grading of Planning Area 1. Therefore, the only source of construction emissions for the commercial component of Planning Area 1 will be from minor site preparation, building construction, paving and architectural coating. Upon project completion, the development would generate operational emissions from daily vehicle operations, use of consumer products, and from landscaping equipment. Estimates for both construction phase and operational phase were again generated by LDN Consulting utilizing the CalEEMod calculator.

The air quality analysis was based on the worst-case scenario related to trip generation as estimated in the project traffic study (LLG, July 31, 2018, see Number 6 below) for summer and winter. Measured in pounds per day, the criteria pollutants that are analyzed for both construction and operations include Respirable Particulate Matter (PM<sub>10</sub>/PM<sub>2.5</sub>), Nitrogen Oxide (NO<sub>x</sub>), Sulfur Oxide (SO<sub>x</sub>), Carbon Monoxide (CO), and Reactive Organic Gases (ROG) (LDN Consulting, Inc., August 1, 2018, Table 1, Page 2). When compared to the significance thresholds established by the SCAQMD, no pollutant was identified as expected to exceed such thresholds for the daily construction emissions (Ibid. Table 3, page 3). Likewise, when compared to the significance thresholds established for daily operational air quality emissions, no pollutant will exceed such thresholds on a long-term basis (Ibid. Table 4, Page 4). Therefore, no impacts related to pollutants are identified that warrant further mitigation.



A Health Risk Screening Letter was also prepared by LDN Consulting, February 16, 2016 and updated June 13, 2016, which identified potential health risks in particular from toxic air contaminants (TACs) originating from Interstate 15 which lies along the western boundary of the proposed residential portion of the overall project. Health risk impacts such as elevated cancer risk can exist when sensitive receptors such as residential uses are located in proximity to sources of air pollutants that emit TACs of particular concern. Generally, risks are stated to be greater for sensitive receptors within 500 feet of a freeway or busy traffic corridor calculated based on a 70-year lifetime exposure and meteorological data. According to the study, under SCAQMD guidance, an excess cancer risk significance threshold is set at 10 in one million (LDN Consulting, Inc. [SCAQMD, 2015], Feb. 16, 2016, Page 2). The evaluation prepared by LDN utilized the latest computer modeling to estimate concentrations of particulate matter that would occur at select locations along the perimeter of the site nearest to the I-15 Freeway and to Dos Lagos Drive.

The IS/MND that was prepared for CUP16-002 entitling the 276-unit apartment complex on the westerly side of Planning Area 1 imposed mitigation measures to reduce potential health risk impacts to a level below significance. Since those measures were applicable to, and will be carried out with, the residential development of Planning Area 1, those measures are hereinafter noted for reference only. These measures remain pertinent as the commercial project under PP2018-003 includes a fueling facility with 10 pumps (20 stations) that will be in proximity of some of the apartment units in the first phase of Planning Area 1. The fueling facility is subject to regulations and separate permitting by the SCAQMD.

**CUP16-002 Mitigation Measures – For Reference**

- (1) *Each unit shall be installed with mechanical air quality filtration system with fresh air intake having a minimum efficiency reporting value (MERV) of 13. Such system must be clearly displayed on all plans for plan check and construction.*
- (2) *The developer shall provide written disclosure in the leasing documents for each unit that is located within 300 feet of the existing gasoline station located to the south of the project site across Dos Lagos Drive regarding the potential health risks to the residents associated with potential exposure to benzene that may be emitted from gasoline refueling operations (South Coast Air Quality Management District correspondence dated June 10, 2016, Page 2, citing Guidance for performing a gasoline dispensing station health risk assessment "Risk Assessment Procedures – Appendix X").*

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable congestion management program	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Change in air traffic patterns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Traffic hazards from design features	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Emergency access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with alternative transportation policies (adopted policies, plans or programs for public transit, bicycle or pedestrian facilities)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

When the Dos Lagos Specific Plan was adopted, it was accompanied by an Environmental Impact Report that identified potential impacts and mitigation measures associated with the master plan itself. The subject site was part of the evaluation but at the time was designated for commercial retail, and the traffic impacts were aggregated with the overall master plan. In 2012, when the subject site was re-designated to allow for the potential for mixed land uses that included up to 450 multi-family units in Planning Area 1, a subsequent analysis was prepared by Linscott, Law & Greenspan (July 27, 2012) to evaluate anticipated impacts to traffic and circulation based on the land use change that was proposed in 2012. The increase in residential dwelling units coupled with the decrease in commercial square footage resulted in a net decrease of daily trips for the overall Dos Lagos Specific Plan area (43,949 two-way daily trips reduced to 36,497 two-way daily trips, a net decrease of 7,452 daily trips).

The development of Planning Area 1 was further evaluated in a Traffic Impact Analysis prepared by Linscott, Law & Greenspan, Engineers (LL&G) dated December 29, 2015 and summary memo dated December 31, 2015. That analysis evaluated the construction of 276 apartments on the westerly side of Planning Area 1 and included an evaluation for a concept for the development of commercial on the easterly portion of the site, although that development plan was still being designed. The 2015 analysis compared the new project with the original specific plan and concluded at that time a reduction in daily two-way trips from the original Dos Lagos master plan (43,949) to a revised overall trip count of 39,522. While this revised count was an increase of approximately 3,000 daily two-way trips over the 2012 study because of the re-introduction of some commercial uses, that count remained *less than the original analysis* prepared for the overall Dos Lagos area as evaluated in the EIR of 2000.

The 2015 traffic study estimated the project would produce 8,801 total daily trips reduced by 3,524 trips that accounted for *internal capture* and pass-by visits for a net ADT of 5,277 (LLG Memo dated December 31, 2015). *Internal capture* is a term that characterizes reduced vehicle trips based on the proximity of uses that can foster pedestrian activity over vehicle use. The project is designed such that the residents in the area, not just in Planning Area 1, can find supportive commercial uses within walking distance. Similarly, *pass-by* credit is factored into the calculations as well, which means vehicle visits to and from the site that would already be on the adjacent roadway system and incidentally stop at the project site. Those trips do not begin or end with the project site, and therefore, can be discounted because the project does not generate those vehicles that happen to already be on the road in the area.

The 2015 traffic study for Planning Area 1 was updated by LL&G (dated May 21, 2018 and July 30, 2018 Table 5-2) to include the commercial portion now refined in its scope. The updated study calculated the *internal capture* that can be expected based on the mixed-use nature of the project and *Institute of Transportation Engineers* (ITE) Guidelines. Based on the residential unit count and floor area of all Planning Area 1 uses, average daily trips will total 9,012 minus 4,285 internal capture and pass-by trips for a net total of 4,727 average daily trips. Morning peak hour trips (entering and exiting)

are projected at 351, and evening peak hour trips (entering and exiting) are projected at 312.

It is noteworthy that internal capture and pass-by estimates are increased from the prior study because the commercial portion is now defined, whereas before, the commercial development plan was conceptual only.

The 2015 traffic study (CUP16-002 and PM 37070) evaluated ten intersections and three access points into the site from Temescal Canyon Road. The study identified one mitigation measure that was to be warranted in the Year 2018 with the residential project, and that was a signal upgrade at Temescal Canyon Road and Cajalco to provide for an eastbound right-turn overlap traffic signal phasing and restriction of northbound U-turns. What this means is that a right-turn from Temescal Canyon Road onto eastbound Cajalco would get a green arrow that will coincide with the left turn arrow on westbound Cajalco Road to southbound Temescal Canyon Road. U-turns will be restricted so as not to conflict with the green arrow movements. The 2015 traffic analysis prescribed mitigation that the developer is responsible for a 100% fair share contribution to pay for this future signal upgrade at a timing established by the Public Works Director. No other mitigation measures were warranted under those approvals.

The updated study also evaluated, in accordance with the city's scoping requirements, ten existing key study intersections in the area and four project driveways, three onto Temescal Canyon Road and one onto Dos Lagos Drive. New mitigation is recommended that supersedes the mitigation measure prescribed by the 2015 study and is expressed as follows:

**Mitigation Measure:**

**1. Year 2020 With Project Traffic Conditions**

*The results of the Year 2020 With Project intersection capacity analysis presented previously in Table 8-1 indicate that the proposed Project will impact one (1) of the key study intersections. The following improvements listed below have been identified to mitigate the traffic impacts at the intersection impacted by Project traffic:*

▪ ***Temescal Canyon Road at Cajalco Road:*** Restripe the northbound approach to provide a third exclusive northbound left-turn lane and restripe the shared northbound through/right-turn lane to an exclusive northbound right-turn lane. Install eastbound right-turn overlap traffic signal phasing and restrict northbound U-turn movements.

**2. Year 2020 With Project Traffic Conditions**

*The developer shall be responsible for a 30.36% fair share contribution for the improvements project fair share percentage for the impacted intersection of Temescal Canyon Road at Cajalco Road. As the total cost of the improvements is estimated to be \$20,000, the Project's fair share contribution is approximately \$6,072.00.*

**7. BIOLOGICAL RESOURCES:**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

a. Endangered or threatened species/habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Riparian habitat or sensitive natural community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Adversely affects federally protected wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interferes with wildlife corridors or migratory species	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflicts with local biological resource policies or ordinances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflicts with any habitat conservation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The proposed amendment will not impact biological resources as there are no water courses or vegetation existing on the site. The project site was previously rough graded when the commercial center on the adjoining property to the north was developed in 2005. Additional grading occurred with the development of the apartment units on the west side of Planning Area 1 in 2016 and 2017. The project site and plan area were analyzed under the Dos Lagos Specific Plan EIR with all potential impacts to biological resources mitigated below a significant level. As such, no further analysis or mitigation is warranted.

The developer is required to pay applicable fees related to Riverside County's Multiple Species Habitat Conservation Plan, or MSHCP. This MSHCP is a habitat conservation plan for Western Riverside County that identifies land to be preserved for habitat for threatened, endangered or key sensitive populations of plant and wildlife species. The project site is not located with a Criteria Area, nor is the project site located within the Burrowing Owl survey area as identified in the MSHCP; therefore, the applicant is only subject to the MSHCP mitigation fee for development. This fee will be used to acquire and preserve vegetation communities and natural areas, which are known to support these sensitive species in various locations through Riverside County.

Scale broom is vegetation native to California and Arizona. It grows in sandy and gravelly soils in washes and similar alluvial environments. This specie is adapted to withstand and recover from the extreme conditions caused by flooding in its native environment. Its adaptations include deep roots to anchor the plant in case of heavy scouring of the sediment substrate, and a large underground stem (or rootstock) that stores energy and enables re-sprouting if the above-ground stem is broken off or if the plant is buried as a result of flooding. Because of the energy stored in the rootstock, scale broom is able to exert tremendous pressure at the stem tip. This adaptation allows scale broom to survive under heavy sediment and may also enable it to raise or break through man-made structures under some circumstances. Therefore, prior to the issuance of any grading permit or construction of public improvements the Public Works Department requires that the developer have a qualified botanist, plant taxonomist, or field biologist (specializing in native plants) survey the site for the presence of the scale broom plant. If the plant is present on the site, the developer is required to eradicate it by means identified by the specialist, such as excavating it including the root ball with the application of herbicides. Compliance with the Public Works Department's grading permit requirements and the recommendations for removal of the plant, if applicable, will reduce the potential impacts to a less than significant level. Therefore, no addition mitigation pertaining to scale broom is required of the developer.

**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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:**

Per Figure 4.5-7 of the General Plan Technical Background Report, the project site does not contain mineral resources. Therefore, the project does not impact mineral resources, and no mitigation is warranted.

**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                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Risk of accidental release of hazardous materials                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Hazardous materials/emissions within ¼ mile of existing or proposed school | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Located on hazardous materials site  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with Airport land use plan  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Impair emergency response plans  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Increase risk of wildland fires  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

A Phase I Environmental Site Assessment (ESA) was prepared by Property Solutions, August 12, 2009. The assessment summarized the history of the greater Dos Lagos area which was historically a silica mine from the 1980's to 1990's. In 2003, Planning Area 1 was included as part of a mass grading operation for the Dos Lagos master plan area. Subsequently, additional grading took place in 2016 and 2017 in Planning Area 1 to accommodate the apartment project now being constructed on the westerly portion of the planning area and in anticipation of eventual development of the commercial portion on the easterly portion. The conclusions that were reported in the referenced Phase 1 ESA included the area within Planning Area 1 as well. No miscellaneous storage containers, above ground storage tanks (ASTs), underground storage tanks (USTs), vent pipes or fill pipes, septic systems or cesspools were observed on the project site. At the time of inspection, there was no unusual staining or indications of a surface release observed on the project site such as discolored soil, distressed vegetation, unusual odors, pits ponds or lagoons. No sign of hazardous material storage, generation, or usage was observed on the project site. As such, hazards or hazardous materials are not considered an impact and no mitigation is warranted.

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

**Discussion:**

A noise study was prepared dated January 25, 2016 (LDN Consulting, Inc.) which addressed the residential portion of Planning Area 1 and the commercial portion in its conceptual layout. The study recommended noise attenuating measures that would benefit the more sensitive residential side of the Planning Area by requiring a six-foot high barrier along Dos Lagos Drive and the Interstate 15 on-ramp (Figure 5-2 of the LDN Study) to attenuate noise at all ground floor outdoor areas. Furthermore, dual pane windows and mechanical ventilation measures are required to attenuate noise for the residential units themselves. Those specific measures will be carried out with the construction of the residential portion (CUP16-002). No special mitigation applied in particular to the commercial portion of Planning Area 1 as it is less of a sensitive receptor.

A temporary increase in ambient noise levels is expected during the construction of the commercial project. Construction activities will result in a temporary increase in noise levels in the immediate area. The Corona Municipal Code prohibits construction noise between the hours of 8:00 p.m. to 7:00 a.m. Monday through Saturday and 6:00 p.m. to 10:00 a.m. Sundays and federal holidays. Adherence to the CMC limitations will prevent noise impacts to nearby sensitive receptors, and therefore, no special mitigation measures apply in this regard for the commercial component of Planning Area 1.

11. PUBLIC SERVICES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Fire protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks & recreation facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities or services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The commercial portion of Planning Area 1 will not generate additional students to be accommodated by the Corona Norco Unified School District. The residential portion of Planning Area 1 is subject to the payment of statutory school fees at the time of building permit issuance as implemented under CUP16-002.

The development does not warrant the construction of additional public services such as fire facilities, police facilities, schools, or other similar facilities. As stipulated in the Dos Lagos Development Agreement, the developer will pay applicable development impact fees at the time of issuance of building permits for the project. Over time these fees are used by the city to fund upgrades and improvements to certain infrastructure.

**12. UTILITIES:**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Exceed wastewater treatment requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Involve construction/expansion of water or wastewater treatment facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve construction/expansion of storm drains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Sufficient water supplies/compliance with Urban Water Management Plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Adequate wastewater treatment capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Adequate landfill capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with solid waste regulations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The City of Corona Department of Water & Power (CDWP) will provide domestic water supply to the entirety of Planning Area 1. The CDWP currently provides municipal water service to approximately 167,764 customers including residential, commercial, industrial and other land uses through approximately 640 miles of infrastructure plus 21 booster stations and 17 storage tanks. Twenty-two production wells draw from the groundwater basins providing approximately 50% of its water supply with the balance imported from the Western Municipal Water District supplied by the Colorado River and the State Water Project. The CDWP's Urban Water Management Plan (UWMP2015-2016) sets forth expected supply and demand within the service area based on land uses that have been entitled including the Dos Lagos master plan that includes Planning Area 1. Based on the draft Technical Background Report (TBR) for the city's General Plan which is currently undergoing an interim technical update, the city forecasts adequate water supplies in normal years to meet demand through 2040 (Draft General Plan TBR, June 2018, Page 3-34).

More historically, impacts to potential water resources were also evaluated under the Dos Lagos Specific Plan EIR, and the EIR found the potential impacts to be below a significant level of significance. Therefore, mitigation was not warranted. The more recent 2012 amendment which resulted in the addition of 495 residential dwellings across the Dos Lagos Specific Plan area included an evaluation for water supply. A Water Supply Assessment (WSA) was prepared (Brezack and Associates Planning, October 18, 2012) which concluded that sufficient water supplies are available to meet future demands of the service area plus the additional 495 residential dwelling units proposed for Planning Area 1 under that amendment. The evaluation factored in the city's implementation of groundwater management strategies such as groundwater recharge and increased recycled water supplies, which will serve to decrease the city's potable water supplies allowing the city to continue sustainable groundwater pumping for the city's water service area inclusive of the project site. Furthermore, the residential portion of Planning Area 1 consists of 276 apartment units, a significant underbuilding of what was entitled under the referenced 2012 amendment. The subject site had an original land use of commercial, and therefore, was included in the previous evaluations with that land use as well. Therefore, the proposed project is an implementation of the intended development of the site, and no impacts to water supply will result from the commercial development of Planning Area 1, and no mitigation is warranted.

The CDWP owns and operates wastewater treatment facilities with sufficient capacity to serve the proposed project. Specifically, the project will connect to Wastewater Treatment Plant #3, which currently treats approximately 600,000 gallons per day, but has the capacity to treat one (1) million gallons per day. Master planned infrastructure was constructed at the



time initial development of the Dos Lagos Specific Plan area occurred. The subsequent amendment that increased the overall unit count by 495 units resulted in an anticipated generation rate of approximately 185,800 gallons of additional wastewater per day, thereby bringing the total amount of wastewater treated per day to approximately 785,000 gallons, which is still within the limit of the treatment plant's overall capacity. The proposed project is within the assumed parameters for development of Planning Area 1. Therefore, the proposed project poses less than a significant impact, and no mitigation in this regard is warranted.

Southern California Edison and Southern California Gas will provide power and natural gas services to the project site. At the time of the project grading, the gas and power lines, if needed will be extended to the project site by the developer, as per other residential development throughout the city. The city's contracted waste hauler Waste Management will provide waste collection and disposal services. The amount of commercial gas, power and waste generated by the development is not expected to impact these services. AT&T will provide telephone services to the project site. The developer's coordination with AT&T will ensure timely service to the new site. Therefore, no further mitigation measures are required of the applicant.

13. AESTHETICS:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Scenic vista or highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Degrade visual character of site & surroundings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Light or glare	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Scenic resources (forest land, historic buildings within state scenic highway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The project site is not considered a scenic vista per the city's Environmental Resources Element of the General Plan. Development of the project site will be regulated by the Dos Lagos Specific Plan and the municipal code. The project's design adheres to the guidelines established for commercial development in the Dos Lagos master planned area. Varied building setbacks and landscape buffers are part of the project design for aesthetic enhancement. Furthermore, on-site lighting will be diffused and oriented in a downward manner to further mitigate the potential impacts.

14. CULTURAL RESOURCES:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a. Historical resource	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Archaeological resource	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Paleontological resource or unique geologic feature	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Disturb human remains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

The CEQA topic related to Cultural Resources was analyzed under the Dos Lagos Specific Plan EIR for the full project area of Dos Lagos most of which contained a silica mine that was filled as part of the grading operations. A more localized analysis was prepared for Planning Area 1 along with two other potential development sites unrelated to this proposal. This analysis done by Cogstone, dated March 2016, concludes that the subject site has low potential for prehistoric or historic archaeological resources. The site was historically excavated and filled up to 14 feet and re-compacted in anticipation of future development. However, the study still prescribes that if unanticipated cultural materials are unearthed during construction, work should be halted in the area until a qualified archaeologist can assess the significance of the find. Work may resume immediately a minimum of 50 feet away from the find.

In accordance with standard mitigation required for the protection of cultural resources and in keeping with applicable laws, if human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a MLD (Most Likely Descendent). With the permission of the landowner or his/her authorized representative, the descendent may inspect the site of the discovery. The descendent must complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Therefore, to ensure the preservation of any potential cultural or Paleontological resources, mitigation is warranted to ensure the project will have a less than significant effect on the environment with respect to cultural resources as herein outlined.

**Mitigation Measures:**

3. *If unanticipated cultural materials are unearthed during construction, work should be halted in the area until a qualified archaeologist can assess the significance of the find. Work may resume immediately a minimum of 50 feet away from the find.*
4. *If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) must then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.*
5. *The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition which may entail confidential interment at the project site.*
6. *All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.*
7. *If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, a qualified archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. The project*

*archaeologist shall be responsible for determining the significance of the cultural resource and mitigation for such resources. The archeologist shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s).*

- 8. *If large fossil specimens are encountered during additional grading, the applicant shall immediately cease operation and retain a qualified and trained paleontologist.*
- 9. *All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens.*
- 10. *A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared and submitted to the Community Development Department.*

<b>15. AGRICULTURE RESOURCES:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Williamson Act contract                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conversion of farmland to nonagricultural use | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

The site is not under any agricultural preserve contract pursuant to the Williamson Act as the project site was previously used for mining purposes from as early as 1980 to as late as the 1990's and not for agricultural uses. Therefore, development of the property will not result in impacts to agricultural operations and no mitigation is warranted.

**16. GREENHOUSE GAS:**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Generate greenhouse gases                  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b. Conflict with a plan, policy or regulation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**Discussion:**

The City of Corona adopted a Climate Action Plan (CAP) in 2012 which utilizes the *Greenhouse Gas Emissions CEQA Thresholds and Screening Tables* to determine whether or not a project would have a significant impact from greenhouse gas emissions. The screening tables establish options that result in certain levels of greenhouse gas emission reductions attributable to certain design and construction measures incorporated into development projects. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the city's CAP and would thus be considered less than significant. Utilizing the screening tables would also contribute to the city's meeting its GHG emissions reductions target of the year 2020.

The residential component on the westerly portion of Planning Area 1 entitled in 2016 under CUP16-002 was evaluated with the city's CAP screening tables proposed by the applicant, and mitigation was applied that required compliance with those point-garnering measures.

The developer has chosen the option to prepare a separate project specific GHG analysis for the commercial component of the project. LDN Consulting, Inc. has prepared an analysis dated August 2, 2018 that calculates GHG emissions related to construction and daily operations utilizing the California Emissions Estimator (CalEEMod) developed for the SCAQMD area and the state's mobile source emission inventory.

Construction activities are not expected to exceed the 3,000-metric ton annual threshold and is considered less than significant (LDN study, Page 3). Operational emissions include energy, mobile, solid waste, water use, and area source emissions which are also estimated using the same CalEEMod calculator. The baseline year is 2008, and the level of emissions for the baseline year in metric tons is 6,240.07. Build-out emissions in 2020 are estimated to be 5,045.80 which is 19.1% under the 2008 baseline year (LDN study, Pages 4-5). This reduction is attributable to increased efficiencies to be implemented through the latest Title 24 Energy standards (2016), water conservation ordinances and standards, construction waste recycling, and other measures that work in concert to reduce overall GHG emissions by the mandated standard of 15% below a Business as Usual benchmark that would exist if all these measures were not implemented. GHG emissions, therefore, are mitigated below a significant level, and no further mitigation is warranted.

**17. TRIBAL CULTURAL RESOURCES**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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.  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

See 14 above for a detailed discussion and mitigation measures that apply to Tribal 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cumulatively considerable impacts                                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantial adverse effects on humans                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Short-term vs. long-term goals                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:**

The proposed development will not have a significant negative impact on fish or wildlife as the site contains no bodies of water or known wildlife habitat. The site is vacant and previously rough graded with existing commercial development on the adjacent property to the north and major street frontage on three frontages including Interstate 15 along the west site boundary. There is no evidence before the city that the project will have an adverse effect on fish or wildlife resources or cumulatively considerable impacts.

**19. 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). One or more portions of this Initial Study may have relied upon previous analysis in the Dos Lagos Environmental Impact Report of 2000 (SCH 1999111001), the 2012 IS/MND prepared for the General Plan Amendment (GPA12-003) and Specific Plan Amendment (SPA12-004) adopted December 19, 2012, and the IS/MND prepared for PM 37070 and CUP16-002 adopted July 6, 2016 containing pertinent evaluation related to the subject project site.

**DOCUMENTS INCORPORATED BY REFERENCE:**

City of Corona, General Plan, March 2004  
Dos Lagos Specific Plan, June 21, 2000  
Annexation 94 and Dos Lagos Specific Plan EIR, David Evans and Associates, June 21, 2000  
IS/MND GPA 12-003, SPA12-004, V12-002, CUP12-005, November 1, 2012  
IS/MND PM 37070 and CUP16-002, July 6, 2016  
Hydrology Study, Land Development Design Company, LLC (LDDC), December 31, 2015.  
Water Quality Management Plan, Land Development Design Company, LLC (LDDC), December 31, 2015.  
Noise Study, LDN Consulting, Inc., January 25, 2016.  
Cultural Resources Technical Report, Cogstone, March 2016.  
Air Quality Screening Letter, LDN Consulting, Inc., January 25, 2016.  
Health Risk Screening Letter, LDN Consulting, Inc., February 16, 2016.  
Greenhouse Gas Emissions Screening Letter, LDN Consulting, Inc., August 2, 2018.  
Traffic Impact Analysis Report, LL&G Engineers, May 21, 2018, Revised July 31, 2018.  
California State Department of Finance, Demographic Research Unit, Table 2: E-5 City/County Pop. and Housing Estimates (related to companion project under CUP16-002).

**MITIGATION MONITORING AND REPORTING PROGRAM  
CITY OF CORONA**

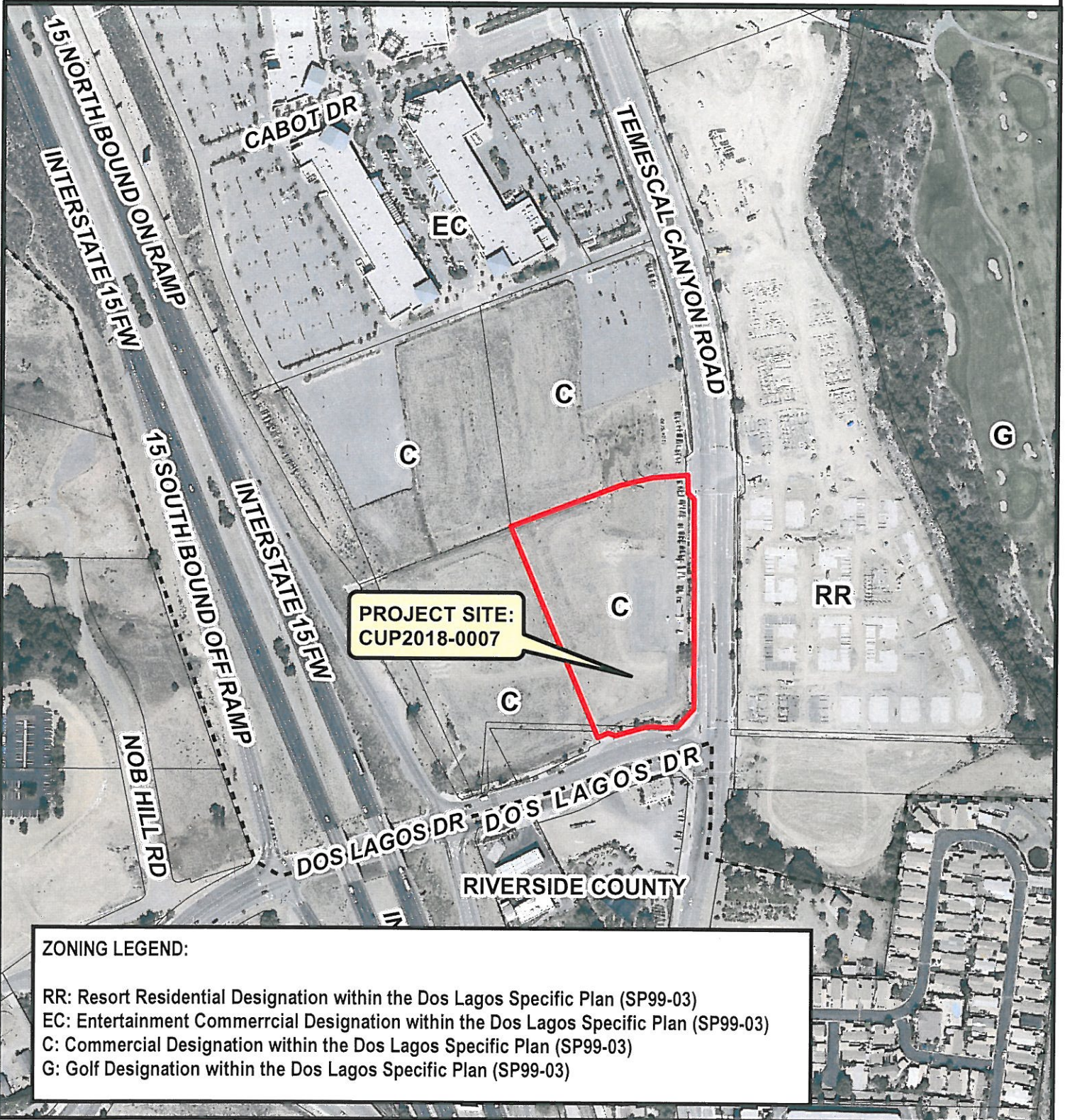
No	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
1	<p><b>Year 2020 With Project Traffic Conditions</b>  <i>The results of the Year 2020 With Project intersection capacity analysis presented previously in Table 8-1 indicate that the proposed Project will impact one (1) of the key study intersections. The following improvements listed below have been identified to mitigate the traffic impacts at the intersection impacted by Project traffic:</i></p> <p><u><b>Temescal Canyon Road at Cajalco Road:</b></u> Restripe the northbound approach to provide a third exclusive northbound left-turn lane and restripe the shared northbound through/right-turn lane to an exclusive northbound right-turn lane. Install eastbound right-turn overlap traffic signal phasing and restrict northbound U-turn movements.</p>	Conditions of Approval	Plan check and field inspection	Prior to permit issuance and/or C of O	Public Works	
2	<p><b>Year 2020 With Project Traffic Conditions</b>  <i>The developer shall be responsible for a 30.36% fair share contribution for the improvements project fair share percentage for the impacted intersection of <u>Temescal Canyon Road at Cajalco Road.</u> As the total cost of the improvements is estimated to be \$20,000, the Project's fair share contribution is approximately \$6,072.00.</i></p>	Conditions of Approval	Plan check and field inspection	Prior to permit issuance and/or C of O	Public Works	
3	<p><b><i>If unanticipated cultural materials are unearthed during construction, work should be halted in the</i></b></p>	Conditions of	Plan check	During	Field crews,	

	<i>area until a qualified archaeologist can assess the significance of the find. Work may resume immediately a minimum of 50 feet away from the find.</i>	Approval	and inspection	grading operations	inspection and, if warranted, project archaeologist	
4	<i>If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) must then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.</i>	Conditions of Approval	Plan check and inspection	During grading operations	Field crews, inspection, and, if warranted, project archaeologist	
5	<i>The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition which may entail confidential interment at the project site.</i>	Conditions of Approval	Plan check and inspection	During grading operations	Field crews, inspection and, if warranted, project archaeologist	
6	<i>All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.</i>	Conditions of Approval	Plan check and inspection	During grading operations	Field crews, inspection and, if warranted, project archaeologist	
7	<i>If inadvertent discoveries of subsurface</i>	Conditions of	Plan check	During	Field crews,	



	<i>archaeological/cultural resources are discovered during grading, the Developer, a qualified archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. The project archaeologist shall be responsible for determining the significance of the cultural resource and mitigation for such resources. The archeologist shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe(s).</i>	Approval	and inspection	grading operations	inspection and, if warranted, project archaeologist	
8	<i>If large fossil specimens are encountered during additional grading, the applicant shall immediately cease operation and retain a qualified and trained paleontologist.</i>	Conditions of Approval	Plan check and inspection	During grading operations	Field crews, inspection and, if warranted, project archaeologist	
9	<i>All fossils collected during the project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens.</i>	Conditions of Approval	Plan check and inspection	During grading operations	Field crews, inspection and, if warranted, project archaeologist	
10	<i>A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared and submitted to the Community Development Department.</i>	Conditions of Approval	Plan check and inspection	During grading operations	Field crews, inspection and, if warranted, project archaeologist	

# AERIAL & ZONING MAP



**PROJECT SITE:**  
CUP2018-0007

**ZONING LEGEND:**

- RR: Resort Residential Designation within the Dos Lagos Specific Plan (SP99-03)
- EC: Entertainment Commercial Designation within the Dos Lagos Specific Plan (SP99-03)
- C: Commercial Designation within the Dos Lagos Specific Plan (SP99-03)
- G: Golf Designation within the Dos Lagos Specific Plan (SP99-03)



Date: 08/09/2018

## CUP2018-0007

