



CITY OF CORONA
SUBSEQUENT MITIGATED NEGATIVE DECLARATION FOR
CHANGE OF ZONE 17-001 AND TENTATIVE TRACT MAP 37024

NAME AND DESCRIPTION OF PROJECT:

CZ17-001: Change of Zone application to change approximately 3.49 acres from A-14.4 (Single Family Residential, minimum lot size of 14,400 square feet) to R-1-7.2 (Single Family Residential, minimum lot size of 7,200 square feet), located on the south side of Corona Avenue and east of Interstate 15 (Assessor's Parcel Numbers 122-180-032 and 122-180-034).

TTM 37024: Tentative Tract Map application to subdivide 5.07 acres into 15 single family residential lots in the R-1-8.4 (Single Family Residential, minimum lot size of 8,400 s.f.) zone, located on the south side of Corona Avenue and east of Interstate 15 (Assessor's Parcel Numbers 122-180-031, 122-180-032, and 122-180-034).

ENTITY OR PERSON UNDERTAKING PROJECT:

Christine Lotter
Baulot, LLC
3111 Bel Air Drive #19A
Las Vegas, NV 89109

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 Subsequent Mitigated Negative Declaration reflects its independent judgment and shall be adopted.**

The location and custodian of the documents and any other material which constitute the record of proceedings upon which the Lead Agency based its decision to adopt this Mitigated Negative Declaration are as follows: Corona City Hall, Planning and Development Department, 400 S. Vicentia Avenue, Corona, CA 92882

Date: _____

Mayor
City of Corona

Date filed with County Clerk: _____

CITY OF CORONA INITIAL STUDY / ENVIRONMENTAL CHECKLIST

PROJECT TITLE:

CZ17-001 and TTM 37024

PROJECT LOCATION:

South of Corona Avenue, west of Interstate 15 (Assessor's Parcel Numbers 122-180-031, 122-180-032, and 122-180-034).

PROJECT PROPONENT:

Christine Lotter
Baulot, LLC
3111 Bel Air Drive #19A
Las Vegas, NV 89109

BACKGROUND:

On June 6, 2007, the City of Corona approved CZ06-006 and TTM 32595. Along with this approval, the City Council adopted a Mitigated Negative Declaration (MND) which was prepared for the project pursuant to the California Environmental Quality Act (CEQA). CZ06-006 changed the zoning of a 2.7-acre parcel located on the south side of Corona Avenue and east of Interstate 15 from A-14.4 to R-1-8.4. The parcel is identified as APN 122-180-031. TTM 32595 was a tentative tract map to subdivide the parcel into seven (7) single family residential lots under the R-1-8.4 zone. The R-1-8.4 zone requires the lots to be a minimum of 8,400 square feet.

The conditions of approval for TTM 32595 required the property owner at that time to record the final tentative tract map within two years from the approval date of June 6, 2007. The owner did not record the map within the two-year time period, and thus, TTM 32595 expired on June 6, 2009.

The parcel was eventually acquired by Baulot, LLC, which also owns two parcels located directly to the south and southeast of the parcel. These two parcels are identified as APNs 122-180-032 and 122-180-034, and are currently zoned A-14.4, which permits the construction of a single-family dwelling on a minimum lot size of 14,400 square feet. Baulot proposes to change the zoning of these two parcels from A-14.4 to R-1-8.4 to be consistent with the other parcel and subdivide the combined 6.26-acre site into 15 single family lots. The required entitlements for this current proposal ("Modified Project") are CZ17-001 and TTM 37024.

PURPOSE OF THIS DOCUMENT:

In accordance with CEQA Guidelines Sections 15162, this Subsequent Mitigated Negative Declaration ("SMND") has been prepared in order to identify any potential environmental impacts from implementation of the Modified Project (formally known as TTM 32595) in the City of Corona. The City of Corona is the Lead Agency in the preparation of this SMND. The City has discretionary authority over the proposed Project. The intended use of this document is to identify potential environmental impacts that would occur from implementation of the Project and to provide the basis for input from public agencies, organizations and interested members of the public.

To determine whether the Modified Project is eligible for the preparation of an SMND, the criteria in Section 15162 governing preparation of Subsequent Documents must be met, as follows:

- A. When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
- a. Substantial changes are proposed in the project which will require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - b. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
 - c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - i. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - ii. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - iii. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - iv. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
 - d. If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (A). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Based on the criteria under Section 15162, the City has determined that the Modified Project requires the preparation of a Subsequent MND, because one of the conditions in Section 15162 regarding preparation of a Subsequent MND can be met.

The original project was a proposal to subdivide 2.7 acres into seven (7) lots for the future development of seven (7) single family residential dwellings. The project access was provided from Corona Avenue and designed as a single cul-de-sac street that would provide vehicular access to the seven lots. The Modified Project expands the original project by 3.55 acres and increases the number of approved lots by eight (8) lots. The project access remains generally the same as before

but is being slightly extended to provide access for the additional eight lots. The Subsequent MND is necessary by the proposed changes to the previously approved project and to determine whether the previous conclusions in the adopted MND remain valid in light of the current proposal or if new analysis is warranted because the current proposal has more impact.

PROJECT DESCRIPTION:

The Modified Project is a proposal to subdivide three parcels totaling 6.25 acres into 15 lots for single family residential purposes, and three lettered lots for onsite and offsite improvements associated with the proposed subdivision. The improvements include street improvements on Corona Avenue adjacent to the project site, a proposed public cul-de-sac street to serve the 15 lots, and a proposed onsite water quality basin to manage water runoff associated with the project. The subdivision is being proposed under Tentative Tract Map (TTM) 37024.

The Modified Project also includes a zone change for the two southern parcels (APN 122-180-032 and 122-180-034) to be consistent with the current zoning of the northern parcel (APN 122-180-031). The request is being proposed by Change of Zone (CZ) 17-001. The northern parcel is zoned R-1-8.4, which permits the construction of a single-family residential dwelling on a minimum lot size of 8,400 square feet. The two southern parcels are currently zoned A-14.4, which permits the construction of a single-family residential dwelling on a minimum lot size of 14,400 square feet. CZ17-001 would change the two southern parcels from A-14.4 to R-1-8.4 to establish zoning consistency between all three parcels which would allow for the creation of 8,400-square foot lots as proposed by TTM 37024.

ENVIRONMENTAL SETTING:

Site Description:

The 6.25-acre project site is located on the south side of Corona Avenue and east of Interstate 15. The project site is currently vacant except for the southernmost parcel, which is developed with a single-family dwelling. The existing dwelling will ultimately be demolished when the project is constructed.

Site Surroundings:

The project site is bordered by single-family residential developments to the east and south. To the west is Interstate 15, and to the north is Corona Avenue with single family residential developments located to the north across from the project site. The residential properties to the north and northeast are zoned A-14.4. The properties to the south and southeast are within the boundaries of the Corona Ranch Specific Plan and are zoned Residential Estate (RE), which has a minimum lot size requirement of 15,000 square feet.

GENERAL PLAN \ ZONING:

The project site is comprised of three parcels. The northern parcel is zoned R-1-8.4 and has a General Plan designation of Low Density Residential (LDR) which permits a density range of 3-6 dwelling units per acre (du/ac). The two southern parcels are zoned A-14.4 and have the same LDR General Plan designation.

CZ17-001 proposes to change the two southern parcels from A-14.4 to R-1-8.4 to establish zoning consistency between all three parcels which would allow for the creation of 8,400-square foot lots as proposed by TTM 37024. The R-1-8.4 zone is consistent with the General Plan's LDR designation.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

- California Department of Fish and Wildlife (CDFW)
- United States Department of Fish and Wildlife (USFW)

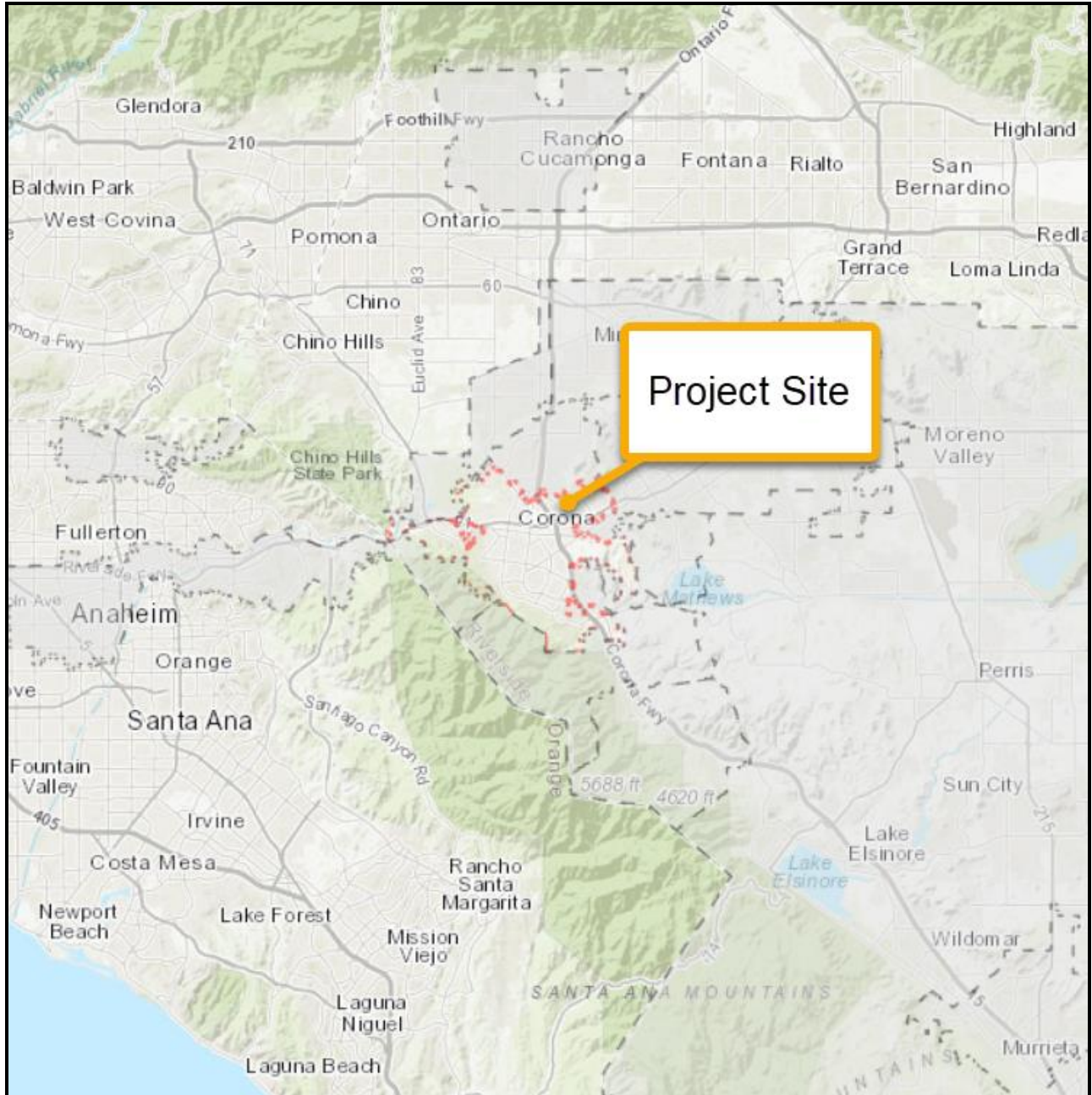


Figure 1
Local Vicinity Map



Figure 2
Aerial Map

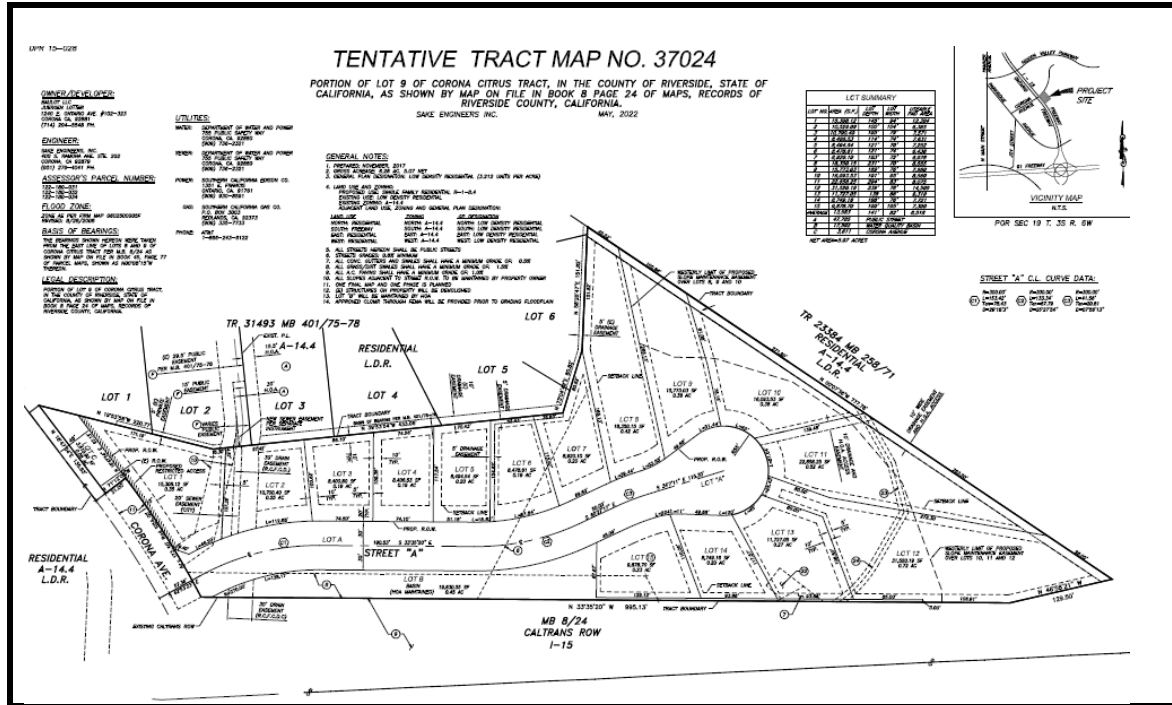


Figure 3
Tentative Tract Map 37204

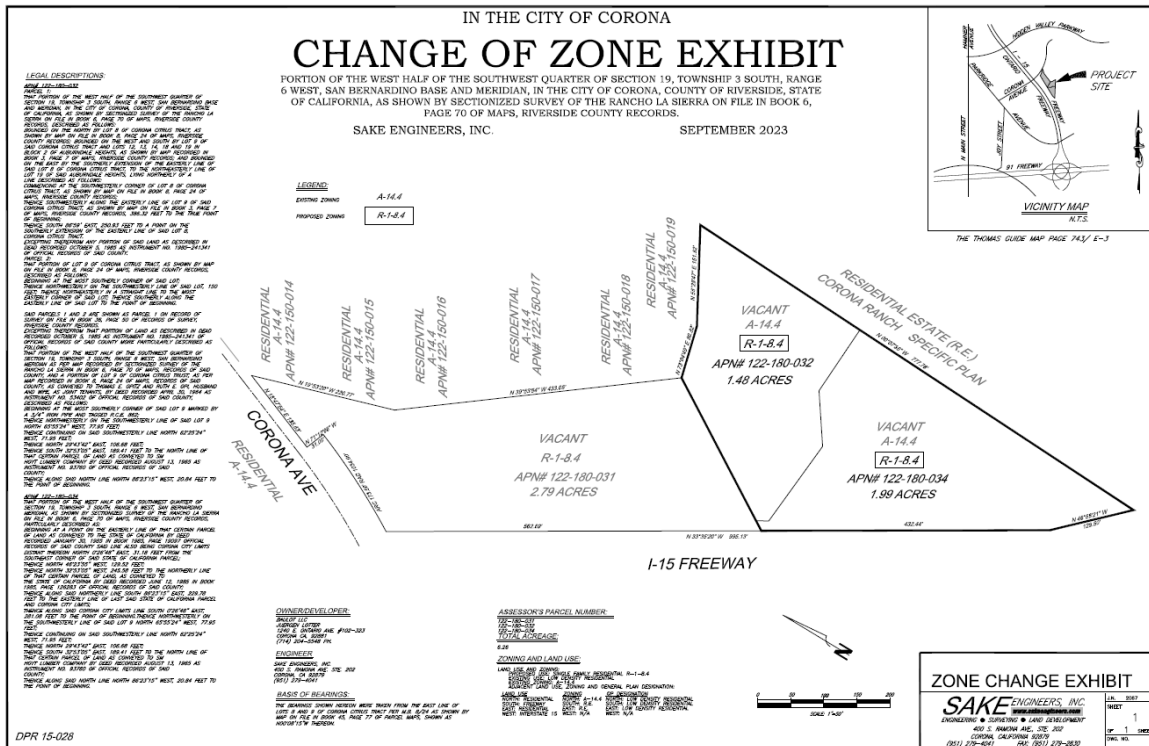


Figure 4
Change of Zone

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.**
- 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 SUBSEQUENT 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"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Geologic Problems | <input type="checkbox"/> Public Services | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Utilities | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Cultural Resources | |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Agricultural Resources | |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Greenhouse Gases | |

Date Prepared: 9/23/2023

Prepared By: Sandra Yang, Senior Planner

Contact Person: Sandra Yang, Senior Planner

Phone: (951)736-2434

AGENCY DISTRIBUTION

(check all that apply)

- _____ Responsible Agencies
- _____ Trustee Agencies (CDFG, SLC, CDPR, UC)
- _____ State Clearinghouse (CDFG, USFWS, Redev. Projects)
- _____ AQMD
- _____ Pechanga
- _____ Soboba
- _____ WQCB
- _____ Other _____

UTILITY DISTRIBUTION

_____ Southern California Edison

<p>Southern California Edison Adriana Mendoza-Ramos, Esq. Region Manager, Local Public Affairs 1351 E. Francis St. Ontario, CA 91761</p> <p>Southern California Edison Karen Cadavona Third Party Environmental Review 2244 Walnut Grove Ave. Quad 4C 472A Rosemead, CA 91770</p>

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 Planning and 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:

Previous MND – The previous MND found that the previous project would have no impact on the issues under Land Use and Planning.

Subsequent MND – The Modified Project proposes to expand the project site to 6.25 gross acres (4.67 net acres) and subdivide the site into 15 lots for single family residential purposes. The density that would result from the subdivision is 2.95 du/ac which is consistent with the LDR’s density range of 3-6 du/ac. Therefore, the Modified Project would not conflict with land use plan or policies relevant to the project site.

The Modified Project proposes the same R-1-8.4 zoning as the previous project. The subdivision proposed by TTM 37024 proposes lot sizes ranging from 8,406 square feet to 31,520 square feet, which is consistent with the R-1-8.4 zone. The lot sizes are generally consistent with the lot sizes of the surrounding developments. Therefore, the Modified Project does not conflict with the surrounding land uses.

Although the Modified Project has been revised to includes additional acreage that was not part of the original project, the location of the project site remains in the same location as the previous project. Therefore, the current project would not physically divide an established community.

No impacts related to land use planning are anticipated, and no mitigation measures are warranted.

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:

Previous MND – The previous MND found the previous project would have no impacts to the issues under Population and Housing.

Subsequent MND – The project site is designated LDR per the General Plan, which allows for residential development at a density ranging from 3-6 du/ac. Under the LDR designation, up to 30 dwelling units are allowed on the 5.07-acre project site based on the maximum density of 6 du/ac. The Modified Project only proposes 15 units, which is significantly fewer than that allowed under the LDR designation. Therefore, development of the current project would remain consistent with the General Plan. The Modified Project would not result in population growth beyond that already projected to occur in the area by the General Plan.

One of the parcels (609 Corona Avenue) within the Modified Project contains a dwelling, which is currently occupied. The dwelling will need to be demolished from the property when the project is constructed. Although the project will result in the loss of one dwelling, the project proposes to replace the dwelling with 15 future dwellings. Therefore, the project will not result in the substantial displacement of existing housing or people.

No impacts related to Population And Housing are anticipated, and no mitigation measures are warranted.

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

Discussion:

Previous MND – The previous MND found that the previous project would have no impact on the issues related to Geologic Problems.

Subsequent MND – The Modified Project is not in the Alquist-Priolo Fault Zone, and will be subject to city and county local codes, and the latest California Building Code (CBC). Also, the Modified Project is required to comply with the engineering recommendations in the Geotechnical Investigation Report, dated November 17, 2015, prepared by Soil Exploration Company, Inc. Therefore, compliance with these recommendations would reduce impacts related to fault/seismic failures, landslides, and liquefaction to less than significant. No additional mitigation is required.

The Modified Project will involve the grading of more than 100 cubic yards of dirt. According the project’s Conceptual Grading Plan, prepared by Sake Engineering, grading of the project would cut approximately 20,013 cubic yards of dirt, while fill taking place would comprise of approximately 19,966 cubic yards of dirt. The project would also involve grading in areas over 10% slope. According to the Geotechnical Investigation Report (Nov. 17, 2015), the expansion potential of the onsite soils is anticipated to be very low. As the Modified Project is already required to comply with the recommendations in the Geotechnical Investigation Report (Nov. 17, 2015), this would reduce impacts to less than significant and no additional mitigation is required.

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Increase exposure to flooding	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Exceed capacity of storm water drainage system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Previous MND – The previous MND found that the previous project warranted mitigation to reduce potential impacts to flooding as a result of the project site being within a 100-year flood hazard area. All other issues under Hydrology and Water Quality would result in no impacts.

Subsequent MND – A preliminary water quality management plan (WQMP, Sake Engineers, Revised Dec. 12, 2022) was prepared for the Modified Project. The site currently sheet flows from southeast to northwest to Corona Avenue. The proposed drainage will follow the existing drainage pattern towards Corona Avenue. Runoff will be captured in new catch basins within the project cul-de-sac (Street A) and flow into a new infiltration basin which the developer will be constructing at the west perimeter of the project site. The basin will capture and treat runoff before the runoff enters the city’s storm drain system. A homeowner’s association (HOA) will be established to maintain the infiltration basin. As part of the project’s grading permit process, the applicant is required to submit a final WQMP to the City and the city’s Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

Per the city’s Temescal Subbasin Groundwater Sustainability Plan (January 2022), the project site is located in the Temescal Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Temescal Subbasin encompasses a surface area of 23,500 acres (37 square miles) with recharge predominantly occurring from percolation of precipitation on the valley floor and infiltration of stream flow within tributaries exiting the surrounding mountains and hills. The proposed project’s ability to interfere substantially with groundwater recharge lies within the installation of impermeable surfaces, which would reduce the amount of land available for groundwater recharge. Although the development of the proposed project would result in the installation of impermeable surfaces and infrastructure, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin’s total recharge area. Since the project presents a negligible loss of permeable surface area for the Temescal Subbasin, impacts associated with this topic are considered to be less than significant and no mitigation would be required. Furthermore, the project does not propose construction of wells or direct pumping of groundwater.

In conjunction with the Modified Project, the developer will extend an existing 12’ x 6’ box culvert underneath the project to connect with an existing 12’ x 4’ box culvert located underneath Interstate 15. The connection of these two culverts would reduce flooding within the project. The catch basin will also accept runoff from the off-site freeway right-of-way slope. The developer is required to submit a final hydrology study to the City’s Development Services Division to address drainage and

to ensure that the volume of runoff as result of proposed development will be equivalent to or less than the volume of the existing natural flow on the project site. Therefore, the proposed storm drain system will not result in any significant impacts in terms of new facilities, and additional mitigation measures are not warranted. **(MM 4-A)**

The project site is located within a hazardous flood area as designated per the current Flood Insurance Rate Map, or FIRM. Therefore, Mitigation Measure 4-A is necessary to ensure that future development on the project site is protected from flooding resulting from major storm events. **(MM 4-B)**

Mitigation Measures:

MM 4-A Prior to the issuance of grading permits, the applicant shall submit a final hydrology study analyzing existing and proposed drainage conditions for the review and approval by the City Engineer. Any recommended improvements shall be included within the project.

MM 4-B Prior to the issuance of any grading permit, the developer shall comply with the rules and regulations of FEMA and City Ordinance for development within a flood hazard area. Compliance may include obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA prior to development and a Letter of Map Revision (LOMR) from FEMA after completion of development.

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

Discussion:

Previous MND – The previous MND found that the previous project would have no impact on the issues related to Air Quality.

Subsequent MND – Less than significant. The project site is located within the South Coast Air Basin, an area covering approximately 6,745 square miles and bounded by the Pacific Ocean to the west and south and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is regulated by the SCAQMD which is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in nonattainment. The Modified Project would be subject to SCAQMD’s 2016 Air Quality Management Plan (AQMP), which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The 2016 AQMP is based on projections originating with county and city general plans. Since the proposed project is required to be consistent with the City of Corona General Plan, the project would be consistent with the 2016 AQMP. Therefore, less than significant impacts would occur with respect to AQMP implementation, and no mitigation measures are required.

An Air Quality Assessment, dated August 2, 2021, was prepared for the project by Investigative Science and Engineering, Inc. to analyze potential air impacts associated with the proposed project. The following discusses the project's compliance with air quality plans and potential short-term and long-term air quality impacts. The following discusses the proposed impacts.

Short-term Impacts

The Modified Project would be cleared and graded over the course of approximately 90 working dates. Short-term air quality

Environmental: CZ17-001 and TTM 37024

impacts are typically associated with grading and construction of the proposed project. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and motor vehicles of the construction crew.

Construction activities would include site preparation, grading, building construction, paving, and the application of architectural coatings. Construction equipment would include excavators, graders, dozers, scrapers, tractors, and water trucks during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, and paving equipment during paving, and air compressors during architectural coatings. Construction activities associated with the project will result in temporary air pollutant emissions of ROG, CO, NO_x, SO₂, PM₁₀, and PM_{2.5}. As shown in Table 5-A, the project's daily short-term construction emissions would be below SCAQMD thresholds, and therefore, no mitigation is warranted.

Long-term Impacts

The long-term operational activities associated with the Modified Project will result in emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following three sources related to the long-term operations of the proposed project:

- Mobile source emissions (project vehicle trips)
- Small gasoline engine emissions (usage of natural gas, landscape equipment, hot water heaters, stoves, etc.)
- Natural gas emissions (central heating units and water heaters)
- Fireplace and wood-burning stove emissions

As shown in Table 5-A, the project's expected daily long-term emissions would be below the SCAQMD thresholds, and therefore, no mitigation is required.

Table 5-A: Aggregate Emissions Synopsis for TTM 37024

SCENARIO EXAMINED	Aggregate Emissions for Criteria Pollutants					
	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	ROG
Construction Grading (lbs/day)						
Construction Grading Vehicle Emissions	28.5	73.9	9.7	1.6	1.5	10.7
Surface Grading Dust Generation	--	--	--	5.9	1.2	--
Powered Haulage Emission Generation	0.0	0.0	0.0	27.5	5.8	0.0
Total (Σ)	28.5	73.9	9.7	35.1	8.6	10.7
Construction Building (lbs/day)						
Architectural Coating Application						71.2
Unmitigated Total (Σ)	--	--	--	--	--	71.2
With Low VOC Paint Application (Σ)	--	--	--	--	--	25.6
SCAQMD Construction Threshold:	550	100	150	150	55	75
Daily Project Activity (lbs/day)						
Vehicular Traffic Generation	7.1	1.4	0.0	0.0	0.0	0.1
Fixed Source #1 (Small Engine Utilization)	0.1	0.0	0.0	0.0	--	0.0
Fixed Source #2 (Natural Gas Utilization)	0.1	0.3	--	0.0	--	0.0
Fixed Source #3 (Fireplace Utilization)	--	--	--	3.5	3.3	--
Total (Σ)	7.3	1.7	0.0	3.5	3.3	0.1
SCAQMD Operational Threshold:	550	55	150	150	55	55

The Modified Project is not expected to include any use or activities that would result in potentially significant odor impacts for the long-term as the use is residential. Also, construction activities associated with the project may generate odors from heavy-duty equipment exhaust, but the odors would be short-term in nature and cease upon project completion. Therefore, odor nuisance is not expected to be an issue and no mitigation would be required.

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 of be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Increase the total daily vehicle miles traveled per service population (population plus employment) (VMT/SP) above the baseline level for the jurisdiction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Cause total daily VMT within the study area to be higher than the No Project alternative under cumulative conditions (General Plan condition)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Change in air traffic patterns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Traffic hazards from design features	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Emergency access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Conflict with alternative transportation policies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Previous MND – The previous MND found that the previous project would result in no impacts to the issues under Transportation/Traffic. It should be noted that the previous MND predates Senate Bill 743 which went into effect July 1, 2020. Senate Bill 743 requires lead agencies to analyze a project’s impact to the city’s transportation system based on how much actual vehicle miles will be traveled as a result of implementing the proposed project.

Subsequent MND – Access to the Modified Project will be provided from Corona Avenue. Per the City’s adopted General Plan, Corona Avenue is classified as a local street. The southern half-width of Corona Avenue adjacent to the project site is currently improved with roadway pavement at a width of 34 feet from centerline and curb, gutter, parkway, and sidewalk totaling 12 feet in width. The proposed project does not require additional street widening for Corona Avenue, as all the improvements are already constructed with the exception of the landscaping within the parkway, which the developer is required to install as part of the project’s development.

The Modified Project will construct a single street designed as a public cul-de-sac to provide access to the 15 proposed lots. The street is designed as a local residential street having an overall right-of-way width of 60 feet with 36 feet of roadway pavement.

A Focused Traffic Study, dated May 27, 2016, was prepared for the Modified Project by Darnell & Associates, Inc. to evaluate the project’s traffic impacts to Corona Avenue and the Parkridge Avenue/Corona Avenue intersection. At the time the traffic study was prepared, the project had proposed 18 lots, and thus, the traffic study analyzed 18 dwelling units as opposed to the project’s current 15 dwelling units. The project is expected to generate 173 daily vehicle trips, with 14 AM peak hour trips and 19 PM peak hour trips. The project is not expected to significantly impact the surrounding roadways, as the level of service (LOS) for Corona Avenue and Parkridge Avenue will continue to operate at an LOS “A”. The Parkridge Avenue/Corona Avenue intersection will also continue to operate at an LOS B or better.

A VMT Screening Assessment, dated February 16, 2021, was prepared for the project by Fehr & Peers, a traffic consulting firm. The VMT assessment was prepared pursuant to SB 743, the Office of Planning and Research (OPR) Technical Advisory, and the City’s VMT Analysis Guidelines. Per OPR’s Technical Advisory, lead agencies can screen projects from project-level VMT assessment under the presumption that the project will result in a less-than-significant transportation impact. The Technical Advisory outlines the following process to screen small projects from VMT assessment:

“Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Substantial Strategy or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.”

As noted in this Subsequent MND, the original project was approved for seven (7) dwellings. The modified project proposes 15 dwellings, which is a net increase of 8 dwellings. Per the Institute of Transportation Engineers (ITE) Trip General Manual, single family residential use generates 9.4 trips per day. Therefore, the project trip generation estimate for the net increase of 8 dwelling units is 76 daily trips. Since the current project is expected to generate only 76 trips per day, no VMT assessment is required, as the project is considered a “small project”. Therefore, this is a less than significant impact and no mitigation is warranted.

Per the Conditions of Approval for the project, the proposed project’s developer is required to pay applicable development impact fees to help fund ongoing street improvements in the City. Therefore, the project is not anticipated to result in additional impacts to traffic or local roadways and implements measures to reduce traffic hazards from design features. As such, no mitigation is warranted.

The nearest airport to the project site is the Corona Municipal Airport, located 2.3 miles northwest of the project site. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is necessary.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Riparian habitat or sensitive natural community	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Adversely affects federally protected wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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:

Previous MND – The previous MND found that the previous project warranted mitigation to reduce potential impacts to nesting birds on the project site. A no impact finding was made for all other issues under Biological Resources.

Subsequent MND – A Biological Assessment, dated June 2016, was prepared for the Modified Project by The Planning Associates. The purpose of the study was to analyze the project site for potential impacts to biological resources. Per the Biological Assessment, the project site is located within the Temescal Canyon Area Plan. The City of Corona participates in the Multiple Species Habitat Conservation Plan (MSHCP) which 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 MSCHP is overseen by the Western Riverside County Regional Conservation Authority (RCA). The project site is not located within an MSCHP criteria cell. Therefore, no Joint Project Review was required with the RCA. The parcel located farthest to the south is identified by the MSCHP interactive map <https://www.wrc-rca.org/rcamaps/> to be in a

burrowing owl survey area and narrow endemic plant species survey area for San Diego ambrosia, Brand's phacelia, and San Miguel savory. As such, separate focused surveys were required to be conducted for the burrowing owl and narrow endemic plant species, which are discussed below.

Per the MSCHP Interactive Map, the project site is located within the Burrowing Owl survey area and potential impacts to biological resources. A burrowing owl survey was prepared for the project by Harmsworth Associates, dated September 2021. The purpose of the survey was to identify any potential habitat for the burrowing owl to minimize accidental takings of the burrowing owl during the grading and construction phase of the development. Harmsworth Associates personnel surveyed the project site a total of four times. The surveys were conducted on March 24, April 10, May 15, and June 5, 2021. Surveys were conducted during the morning hours and during good weather conditions. Harmsworth Associates did not detect any burrowing owl signs during the field surveys. There was no evidence that any burrowing owls occur onsite. In addition, this species has not been recorded from the project site in the past. The burrowing owl survey did note that much of the site could be considered as a burrowing owl habitat, as the site consists of undeveloped areas supporting sparse vegetation of grassland or ruderal species. Therefore, to reduce potential impacts to the burrowing owl, the developer shall be required to submit a pre-construction burrowing owl survey prior to construction. Compliance with this requirement would reduce impacts to the burrowing owl to less than significant. **(MM 7-A)**

A Narrow Endemic Plant Species Surveys Report, dated September 10, 2021, was prepared by Harmsworth Associates to survey the Modified Project site for San Diego ambrosia, Brand's phacelia, and San Miguel savory. Per the report, no San Diego ambrosia, Brand's phacelia, and San Miguel savory were observed during the field surveys conducted by Harmsworth Associates. In addition, no federally-listed or state-listed endangered or threatened plants or any special status plants were observed on the project site during the current surveys in 2021.

The project site contains a drainage located within the northern portion of the project site near Corona Avenue that supports riparian/riverine habitat. The riparian/riverine habitat provides foraging and nesting habitat for least Bell's vireo and southwestern willow flycatcher. A Riparian Bird Survey, dated September 2021, was conducted for the project by Harmsworth Associates. Surveys were conducted on May 1, 15, 25, June 6, 17, and 29, 2021 by Harmsworth Associates personnel. No least Bell's vireo or southwestern willow flycatcher were detected during the surveys. Regardless, due to the existing drainage, the applicant is required to submit pre-construction surveys or least Bell's vireo and southwestern willow flycatcher to reduce impacts to less than significant. **(MM 7-B)**

Per the Jurisdictional Delineation prepared for the project by L&L Environmental, the project site contains 0.019 acres of jurisdictional "Waters of the U.S." and "Waters of the State", and 0.233 acres of State and Federal wetlands. The developer is required to consult with the Army Corps of Engineers and California Department of Fish and Wildlife for qualification under the Nationwide 29 or 404 permit and state Streambed Alteration Agreement (1602). In addition, a federal 401 permit will be required from the Regional Water Quality Control Board. This must occur prior to ground disturbance. Compliance with these permit requirements would reduce impacts to less than significant. **(MM 7-C)**

Figure 5



The drainage located onsite contains 0.25 acres of MSCHP riparian/riverine habitat. The vegetation within the drainage consists of black willow thickets and tamarisk thickets. Upstream of the project site, to the northeastern boundary, the drainage continues for approximately 80 feet to an existing under-ground box culvert. This area supports black willow thickets and totals approximately 0.05 acres. Downstream of the project site, to the southwestern boundary, the drainage continues for approximately 65 feet to an existing under-ground box culvert. This area also supports black willow thickets and totals approximately 0.04 acres. Both off-site areas total 0.09 acres and are considered MSCHP riparian/riverine habitat.

Development of the project site will permanently impact all 0.25 acres of habitat on-site and 0.09 acres of habitat off-site. In total, 0.34 acres will be permanently impacted. The on-site drainage will be converted into a 4' x 12' underground box culvert, which would tie-in to the two adjoining box culverts located off-site upstream and downstream of the project boundaries.

Figure 6



Table 7-A: Riparian/Riverine Habitat Impacts

Impacts	Permanent
Off-site (upstream) – Black willow thickets	0.05 acres
Off-site (downstream) – Black willow thickets	0.04 acres
On-site – Black willow thickets and Tamarisk thickets	0.25 acres
Total	0.34 acres

When avoidance of riparian/riverine habitat is not possible, the MSCHP requires a Determination of Biological Equivalent or Superior Preservation (DBESP) to be prepared to analyze the impacts, why avoidance is not possible, quantify the impacts, and address mitigation for the impacts. A DBESP, dated September 2021, was prepared for the project by Harmsworth Associates. The DBESP recommends mitigation for the permanent impacts to riparian/riverine habitat through the purchase of 0.68 acres of re-establishment and re-habilitation credits (0.34 acres of re-establishment and 0.34 acres of re-habilitation credits) via the Riverpark Mitigation Bank. A 2:1 mitigation ratio was considered to be appropriate for the site because the drainage has been artificially modified and previously cleared of vegetation under a previously approved project. Currently, the drainage is mostly covered by the non-native invasive saltcedar. Compliance with this mitigation would reduce impacts to riparian/riverine habitat to less than significant. **(MM 7-C)**

On September 24, 2021, the DBESP was submitted to the United States Fish and Wildlife Service (USFW) and California Department of Fish and Wildlife (CDFW), collectively known as the Wildlife Agencies for review. On November 16, 2021, the City received a response via email from CDFW concurring with the findings the DBESP.

The developer is required to participate in the payment of the MSCHP local development mitigation fee and submit to the City the required pre-construction clearance surveys under **MM 7-A** and **MM 7-B**. Thus, the proposed project would be fully consistent with the goals and objectives of the MSCHP, and no additional mitigation measures would be required.

Mitigation Measures

MM 7-A Within thirty (30) days prior to the issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Planning and Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the

applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance.

MM 7-B Within thirty (30) days prior to the issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for least Bell's vireo and willow flycatcher. The survey shall include all areas of suitable habitat. The survey methodology shall be consistent with USFW's survey protocols. The survey is only required during the nesting season for least Bell's vireo (March 15 through September 15) and southwestern willow flycatcher (May 15 through September 15); as neither species winters in California. If no least Bell's vireo and/or southwestern willow flycatcher are identified, no further mitigation is required. However, if Bell's vireo and/or southwestern willow flycatcher are detected or confirmed present on-site, the applicant shall immediately contact and consult with the City, RCA, and Wildlife Agencies. Potential mitigation may include 1) avoidance until least Bell's vireo and/or southwestern willow flycatcher naturally leaves the site or complete breeding, and/or 2) purchasing mitigation credits from the Riverpark Mitigation Bank (or similar bank), which is located inside the MSHCP Plan Boundary. These options would need to be reviewed and approved by the RCA and Wildlife Agencies.

MM 7-C Prior to issuance of a grading permit, the applicant shall obtain a Nationwide or Section 404 permit from the Army Corps of Engineers, a state Streambed Alteration Agreement (1602) from the California Department of Fish and Wildlife, and a federal 401 permit from the Regional Water Quality Control Board.

MM 7-D Prior to issuance of a grading permit, the applicant shall mitigate the permanent impacts to the riparian/riverine habitat through the purchase of 0.68 acres of re-establishment and re-habilitation credits (0.34 acres of re-establishment and 0.34 acres of re-habilitation credits) via the Riverpark Mitigation Bank. The 0.68 acres reflects a 2:1 mitigation ratio. The applicant shall provide written documentation or proof of purchase to the assigned case planner with the Planning & Development Department.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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8. MINERAL RESOURCES:

a. Loss of mineral resource or recovery site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion:

Previous MND – The previous MND found that the previous project would have no impact on mineral resources because the project site is not located in an oil, gas or mineral resources site (per 2004 General Plan).

Subsequent MND – Per the city's updated 2020-2040 General Plan, the project site is not located in an oil, gas or mineral resources site. Therefore, the current project would have no impact on mineral resources, and no mitigation is warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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9. HAZARDS AND HAZARDOUS MATERIALS:

a. Transport, use or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b. Risk of accidental release of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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:

Previous MND – The previous MND found that the previous project would no impact on the issues under Hazards and Hazardous Materials.

Subsequent MND – A Phase I Environmental Site Assessment (ESA), dated July 6, 2016, was prepared for the Modified Project by RGS Engineering to assess if the current and historical use of the property have impacted the soil or groundwater beneath the property that would or could pose a threat to the environment and/or human health. The Phase I ESA found no evidence of recognized environmental conditions in connection with the property with the exception that the existing dwelling on the property at 609 Corona Avenue may contain asbestos and/or lead paint due on the age of the home (approximately 1961). The project’s Conditions of Approval require the applicant to have to home evaluated by a qualified professional for asbestos and lead paint and to submit documentation the documentation to the City’s Building Division prior to demolition of the home. This would address potential release of asbestos and lead; therefore, no additional mitigation is required.

The site is not located in the Alquist-Priolo earthquake hazard zone. The existing and proposed land use is for single family residential purposes, which poses no hazardous impact to the project site or its surroundings.

The nearest school is Parkridge Elementary School which is located at 750 Corona Avenue. The school is approximately 0.18 miles west of the project site. Development of the project would not impact the school as the school is separated from the project site existing developments and Interstate 15 freeway.

The Corona Municipal Airport is located at 1900 Aviation Drive. Based on the Riverside County Land Use Compatibility Plan (ALUCP), the project site is not within any identified safety or compatibility zone and therefore, does not conflict with the ALUCP.

The project as designed by TTM 37024 has been reviewed by the city’s Fire Department for compliance with existing regulations for emergency access and evacuation. This ensures that impacts related to emergency access and response is less than significant, and no mitigation is warranted.

The project site is not located in a Very High Fire Hazard Severity Zone or in an area that can be described as a wildland area. The project site is an infill site located in an urbanized area adjacent to a freeway and residential developments. Due to the urbanized nature of the area, the proposed development would not be considered at high risk for fire hazards. Furthermore, all development within the City of Corona is required to comply with all fire code requirements associated with adequate fire access, fire flows, sprinklers, and number of hydrants. Therefore, the project would have no impact and no mitigation is required.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure to excessive noise levels/vibrations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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:

Previous MND – The previous MND found that the previous project would no impact on the issues related to Noise.

Subsequent MND – Long-term noise impacts will be minimal given that the proposed use is for residential purposes. Short-term impacts, however, are associated with future grading and project construction, but are reduced to a less than significant level by the city’s Municipal Code. Per CMC Chapter 17.84, construction activities are prohibited between the hours of 8:00 p.m. to 7:00 a.m. Monday through Saturday, and 6:00 p.m. to 10:00 a.m. on Sundays and Federal holidays. This will prevent nuisance noise impacts during sensitive time periods of early morning and nighttime for businesses within the vicinity of the project site. This is enforced by City ordinance, Corona Municipal Chapter 17.84; therefore, no additional mitigation is warranted.

An Acoustic Site Assessment, dated August 6, 2021, was prepared for the Modified Project by Investigative Science and Engineering, Inc. to assess future traffic noise impacts from the adjacent freeway and roadway to the project. The project abuts Interstate 15 to the west and Corona Avenue to the north. Interstate 15 has a traffic volume of 156,000 ADT (Average Daily Traffic). Corona Avenue is not a through street, so it is anticipated that the ADT for this street is negligible. Based on the findings of the Acoustic Site Assessment, no exterior mitigation measures would be required as the City’s 65 dBA CNEL noise abatement threshold was met for all lots. It should be noted that the City will require the developer of the 15 homes to construct a perimeter block wall that has a minimum height of 6 feet. This wall would be required along the west perimeter of the project abutting the freeway, which would further reduce exterior noise levels for the private outdoor living areas within these lots to less than 65 dBA CNEL. As for traffic noise impacts associated with Corona Avenue, the worst-case noise increase would occur on Corona Avenue east of Parkridge Avenue. This increase due to the proposed project would be approximately 0.5 dBA CNEL. This would not be deemed impactful to the surrounding land uses, and therefore, no mitigation is required.

Onsite structures would be exposed to noise levels in excess of the CCR Tile 24 threshold of 60 dBA CNEL for first and second floor areas of the residential structures for the project, and would require mitigation. Since architectural plans for the development lots are unknown at this time, a blanket interim requirement is that all proposed structural shells maintain a minimum composite Noise Isolation Class (NIC) level of 30, as defined under standard ASTM E-336. This condition shall be demonstrated to the City at the time of the plan check process for the architectural plans for the structures on the proposed lots. The architectural plans should demonstrate that the proposed designs of the structures would limit interior noise to 45 dBA CNEL or less. Compliance with this mitigation measure would reduce impacts to less than significant. **(MM 10-A)**

The project site is located approximately 2.43 miles east of the Corona Municipal Airport. Based on the Riverside County Airport Land Use Compatibility Plan (ALUCP), the project site is not within any identified noise contour or compatibility zone and therefore, does not conflict with the ALUCP and no mitigation is required.

Mitigation Measures

MM 10-A Prior to issuance of a building permit, the applicant’s architectural plans shall demonstrate that the design of the residential structures would limit interior noise levels to 45 dBA CNEL or less.

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 type="checkbox"/>
b. Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks & recreation facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities or services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Previous MND – The previous MND found that the project would have no impact on the issues under Public Services.

Subsequent MND – The Corona Fire Department will provide emergency and medical aid calls to the project site. Station #2 located at 222 E. Harrison Street will provide first response to the project site. Station #2 is equipped with a paramedic engine company, OES wildland engine (state) reserve engine, battalion chief, and five staff members. Average response time to the project site is estimated to be approximately between 2 to 8 minutes. Therefore, response times to the project site will not be impacted and the project does not require the construction of new fire protection facilities.

The City of Corona Police Department will provide patrol and emergency response to the project site. The Corona Police Department presently has over 250 employees, including officers and support staff and is stationed at 730 Corporation Yard Way. The City's police patrol officers work in assigned zones throughout the city; therefore, officers responding to the project site can come from either the city's police station or from their assigned zone while on patrol. Therefore, police services are not anticipated to be impacted by the proposed project and the project does not require the construction of new police protection facilities.

The Modified Project and any resulting residential development will lead to the generation of additional students to be accommodated by the Corona Norco Unified School District. The project applicant is required to pay statutory school fees at the time of issuance of building permits. The City is specifically preempted by SB 50 from requiring mitigation beyond the statutory school fees on this project. The City is also precluded from denying approval of this project pursuant to the California Environmental Quality Act or the Subdivision Map Act because of the adequacy of school facilities. Therefore, no additional mitigation beyond the required payment of fees to the school district applies.

Since new residential development over time will potentially impact existing city services, such as streets, police and fire services, parks, and library services, project applicants are required to pay the adopted development impact fees that are in effect at the time of issuance of building permits, and construct necessary facilities. This is enforced by city ordinance (CMC Chapter 16.23); therefore, no additional mitigation is warranted.

No impacts related to public services are anticipated, and no mitigation measures are warranted.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Involve construction/expansion of water or wastewater treatment facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Involve construction/expansion of storm drains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Sufficient water supplies/compliance with Urban Water Management Plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Adequate wastewater treatment capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Adequate landfill capacity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with solid waste regulations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Previous MND – The previous MND found that the project would have no impact to the issues under Utilities.

Subsequent MND – As required for all projects by the City’s Utilities Department, the project is required to construct or guarantee the construction of all necessary public water and sewer facilities needed to serve the project. All water and sewer facilities are required to be designed per the standards of the Utilities Department and Riverside County Department of Health Services and will be reviewed by the Utilities Department during the plan check process. Also, Water Reclamation Facility #1 located at 2250 Railroad Street would serve the proposed development and has adequate capacity. The facility currently has a capacity to treat 11.5 mgd (million gallons per day) of sewer. This would reduce the impacts to less than a significant level and therefore, no mitigation would be required.

As discussed under the Hydrology and Water Quality section of this Subsequent MND, a preliminary water quality management plan (WQMP) was prepared for the project by Sake Engineers (Revised Dec. 12, 2022). The site currently sheet flows from southeast to northwest to Corona Avenue. The proposed drainage will follow the existing drainage pattern towards Corona Avenue. The preliminary WQMP proposes to construct an infiltration basin within a lot proposed on the west perimeter of the project site to capture and treat runoff before the runoff enters the city’s storm drain system. A homeowner’s association (HOA) will be established to maintain the infiltration basin. As part of the project’s grading permit process, the applicant is required to submit a final WQMP to the City and the city’s Public Works inspector also inspects the project site for compliance with the final approved WQMP during the on-site grading process and at time of project completion. Therefore, the project would not impact water quality or violate water quality standards and no mitigation is required.

In conjunction with the project, the developer will extend an existing 12’ x 6’ box culvert underneath the project to connect with an existing 12’ x 4’ box culvert located underneath Interstate 15. The connection of these two catch basins would reduce flooding within the project. The catch basin will also accept runoff from the off-site freeway right-of-way slope. The developer will design the exit structure of the storm drain to allow the proposed water flow to have similar characteristics in terms of volume, velocity, and location to the natural flow. Both culverts will be maintained by the HOA for the development. Therefore, the proposed storm drain system will not result in any significant impacts in terms of new facilities, and additional mitigation measures are not warranted.

Per the city’s Temescal Subbasin Groundwater Sustainability Plan (January 2022), the project site is located in the Temescal Subbasin of the Upper Santa Ana Valley Groundwater Basin. The Temescal Subbasin encompasses a surface area of 23,500 acres (37 square miles) with recharge predominantly occurring from percolation of precipitation on the valley floor and infiltration of stream flow within tributaries exiting the surrounding mountains and hills. The proposed project’s ability to interfere substantially with groundwater recharge lies within the installation of impermeable surfaces, which would reduce the amount of land available for groundwater recharge. Although the development of the proposed project would result in the installation of impermeable surfaces and infrastructure, the amount of land rendered impermeable by implementation of the proposed project is less than one percent of the total area of 23,500 acres of the groundwater basin’s total recharge area. Since the project presents a negligible loss of permeable surface area for the Temescal Subbasin, impacts associated with this topic are considered to be less than significant and no mitigation would be required. Furthermore, the project does not propose construction of wells or direct pumping of groundwater.

Waste Management (WM) is contracted by the City of Corona as the sole hauler of solid waste and provider of recycling services. WM provides refuse collection to residential, commercial, and industrial customers. Solid waste from the project would be transported to the El Sobrante landfill located at 10910 Dawson Canyon in Corona. The El Sobrante landfill accepts a maximum 16,054 tons of waste per day and has a remaining capacity of 143,977,170 tons and an estimated closure date of 2051. Per the General Plan Technical Update EIR, the County of Riverside is required to maintain 15 years’ identified disposal capacity, or have a plan to transform or divert its waste, pursuant to AB 939. Thus, while General Plan buildout could occur after 2051, the County would be required to have 15 years identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the 2020-2040 General Plan buildout. Furthermore, new developments approved by the City would be required to contain storage areas for recyclable materials in conformance with California Public Resources Code Sections 42900 et seq., and the City of Corona Municipal Code Chapter 8.20 (Collection of Refuse and Recyclable Materials). Solid waste diversion program would continue operating and would have adequate capacity to accept all future wastes and recyclables to reduce landfilled waste. Therefore, impacts to solid waste regulations would be less than significant and no mitigation is warranted.

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:

Previous MND – The previous MND found that the project would have no impact on the issues under Aesthetics.

Subsequent MND – Per the 2020-2040 General Plan, Corona Avenue is not considered a scenic roadway. The City’s General Plan does identify State Route 91 as a State-eligible scenic corridor from Interstate 15 west to State Route 55; however, the project site is located northeast of the State Route 91 and the Interstate 15 interchange, therefore, the proposed development will not aesthetically impact the State-eligible scenic corridor. Additionally, future residential development associated with the project site will not negatively impact views from this roadway because residential development is the primary land use along Corona Avenue in the vicinity of the project site. Therefore, the development proposal is consistent with the existing developments in the vicinity and will not aesthetically impact surrounding streets or properties. No mitigation is warranted.

Furthermore, the future development of the 15 dwellings on the project site will be subject to the City’s discretionary review process, and the homes are required to comply with the City’s Residential Design Guidelines. This process ensures that the

architectural design for the homes will have the highest level of design quality and be compatible with the homes in the surrounding neighborhood. Therefore, the project is not anticipated to degrade the visual character of the site and surrounding area, and no mitigation is warranted.

The proposed project would introduce new sources of light because of the new development and infrastructure. The light source would be in the form of residential lighting from the homes that will be built as part of the project and vehicle headlights from project related traffic, mainly during the evening and night. The light coming from the indoor residential source is not expected to cause any substantial glare. With regard to street lighting on the road, the City of Corona has established standards for the design, placement, and operation of proposed public improvements, such as lighting, in the Corona Municipal Code (CMC). For private onsite lighting, the CMC requires all lighting to be designed to direct light downward with minimal spillover onto adjacent residences, sensitive land uses, and open space. As such, the project is not expected to result in light or glare impacts and mitigation is required.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Paleontological resource or unique geologic feature	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Disturb human remains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Previous MND – The previous MND found that the previous project warranted mitigation to reduce potential impacts to archaeological and paleontological resources. A finding of either less than significant or no impact were identified for the other issues under Cultural Resources.

Subsequent MND – Given the undeveloped nature of the modified project site, the same mitigation measures from the previous MND remain applicable in order to reduce archaeological and paleontological resource impacts to less than significant. **(MM 17-A through MM 17-G)**

Mitigation Measures:

- MM 17-A If human remains are encountered, State 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 shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the “most likely descendant.” The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.
- MM 17-B If large fossil specimens are encountered during additional grading, the applicant shall immediately cease operation and retain a qualified and trained paleontologist.
- MM 17-C The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.
- MM 17-D 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.

- MM 17-E A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.
- MM 17-F All fossils collected during this work, along with the itemized inventory of these specimens, will be deposited in the museum repository for permanent curation and storage.
- MM 17-G If any incidental archeological discoveries are encountered during the grading process, the applicant shall immediately cease operation and retain a qualified and trained archeologist.

15. AGRICULTURE RESOURCES:	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:

Previous MND – The previous MND found that the project would have no impact to agricultural resources.

Subsequent MND – The project site is undeveloped and is not designated as an Agricultural Preserve under the Williamson Act. As such, the applicant’s development proposal for the project site will not result in adverse impacts to agricultural operations in the City and no mitigation is warranted.

The project site is not a designated farmland per the farmland maps compiled by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). For this reason, development of the project site would not result in the conversion of farmland to nonagricultural uses; therefore, there would be no impacts to this issue and no mitigation is warranted.

16. GREENHOUSE GAS:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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:					
<p>Previous MND – The previous MND did not analyze greenhouse gas because greenhouse gas emission was not required to be analyzed per CEQA at the time the previous MND was prepared.</p> <p>Subsequent MND – The City of Corona adopted the City of Corona Climate Action Plan Update (CAP) in 2019, which utilizes the <i>Greenhouse Gas Emissions CEQA Thresholds and Screening Tables</i> to determine whether or not a project would have a significant impact on greenhouse gas emissions. The screening tables are to provide guidance in measuring GHG 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 Corona CAP and would thus be considered less than significant. Utilizing the screening tables would also allow the City to meet its established GHG emissions targets. Small projects that are expected to emit GHG emissions that are less than 3,000 MtCO_{2e} (metric tons of CO_{2e} equivalent) are not required to utilize the screening tables, as they would be expected to have a less than significant individual and cumulative impact for GHG emissions. Per the Modified Project’s Greenhouse Gas Emissions Assessment (Investigative Science and Engineering, Inc, August 2, 2021), the project is anticipated to emit approximately 582.7 MtCO_{2e} per year. Since this is less than 3,000 MtCO_{2e}, the project is considered a “small project” and is not required to utilize the screening tables as the project would be expected to have a less than significant impact. Therefore, no mitigation is warranted.</p> <p>The Modified Project would also be required to comply with Title 24 requirements as well as California Green Building Code standards that are consistent with the Corona CAP’s design and construction measures. Therefore, the project would be consistent with the CAP, which is consistent with the state’s GHG reduction goals established by AB 32. Thus, a less than significant impact would occur and no mitigation is warranted.</p>					

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	<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. 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

Previous MND – The previous MND did not analyze potential impacts to Tribal Cultural Resources because Tribal Cultural Resources was not required to be analyzed under CEQA. Also, the previous MND predates the tribal consultation requirements under Assembly Bill 52, which went into effect July 1, 2015. However, the previous MND did include mitigation measures to reduce impacts to Native American Indian Tribes which were included under the Cultural Resources section of the previous MND.

Subsequent MND – The Modified Project is subject to tribal consultation with local Native American tribes pursuant to the regulations under Assembly Bill 52. As part of this process, the City initially notified the tribes that have formally requested notification of all projects subject to discretionary review on Marcy 28, 2017. Only one tribe, Soboba Band of Luiseno Indians, formally responded to the City with a written request to consult on the project. The written request was dated May 4, 2017. The Planning and Development Department staff reached out to the Soboba Band of Luiseno Indians by email on May 12, 2017 and a second time on September 28, 2017 to consult. The Planning and Development Department staff did not receive a response from the Soboba Band of Luiseno Indians and closed consultation shortly after the second attempt. Given the undeveloped nature of the modified project site, the same mitigation measures from the previous MND, which are also discussed under the Cultural Resources section of this Subsequent MND, remain applicable in order to reduce tribal cultural resource impacts to less than significant. **(MM 17-A through MM 17-G)**

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 checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Cumulatively considerable impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantial adverse effects on humans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Short-term vs. long-term goals	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Previous MND – The previous MND found that the previous project would result in no impacts to the issues under Mandatory Findings of Significance.

Subsequent MND – Based on the analysis of this Initial Study checklist, the Modified Project has the potential to result in significant impact to the following environmental topics:

- Biological Resources

- Noise
- Cultural Resources
- Tribal Cultural Resources

As such, appropriate mitigations have been developed to reduce potential impacts to less than significant. The mitigation measures that have been identified in this document, complied subsequently within the project Mitigation Monitoring and Reporting Program, successfully mitigate all identified potential impacts to less-than-significant levels. Therefore, project impacts to fish/wildlife population or habitat, important historical sites, cumulatively

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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Previous MND – The previous MND did not analyze potential impacts to Wildlife because Wildfire was not required to be analyzed under CEQA at the time of the preparation of the previous MND.

Subsequent MND – According to the California Department of Forest and Fire Protection (Cal Fire), the project site is not within a state responsibility area (SRA) or land classified as Very-High Fire Hazard Severity zone. Additionally, the project site is not adjacent to any wildlands or undeveloped hillsides where wildfires might be expected as the project site is adjacent to I-15 freeway and residential uses to the north, east and south. Access for emergency vehicles will be provided via a new cul-de-sac with a roadway width of 36 feet. Therefore, development of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts are considered to be less than significant, and no mitigation would be required.

The project would not contribute to the spreading of wildfires since future homes would be designed and implement construction standards that comply with applicable Building and Fire Codes. Therefore, the project will not exacerbate wildfire risks or impacts to exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfires are considered to be less than significant and no mitigation would be required.

The project is accessed by a new cul-de-sac which the Fire Department have confirmed the roadway width is adequate for emergency vehicles access. The project would not require the installation or maintenance of fuel breaks, emergency water sources, or above ground power lines. Also, as previously noted, the project site is not located within a Very-High Fire Hazard Severity Zone. As such, impacts are considered to be less than significant and no mitigation is required.

The project site’s southeast perimeter has 2:1 slopes which will be graded, landscaped for erosion control, and maintained by the development’s HOA. As such, the development of the project site would not pose a risk to a downslope or downstream flooding or landslides, and the project did not change the existing drainage patterns. Therefore, potential to exposing people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes are considered to be less than significant and no mitigation is required.

20. ENERGY:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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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:

Previous MND – The previous MND did not analyze potential impacts to Wildlife because Wildfire was not required to be analyzed under CEQA at the time of the preparation of the previous MND.

Subsequent MND – An Energy Analysis was prepared for the Modified Project by Urban Crossroads (dated November 10, 2021) to quantify and evaluate the anticipated energy demand associated with the construction and operation of the proposed project, determine if the usage of the energy is inefficient, atypical, or wasteful for the land use type. The following discusses the modified project’s impacts to energy.

Construction Energy Demands

The estimated power cost of on-site electricity usage during the construction of the Modified Project is estimated to be \$255.96. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction, after full Project build-out, is calculated to be 2,048 kWh.

Construction equipment used by the Modified Project is estimated to result in single event consumption of approximately 8,833 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project’s proposed construction process that are unusual or specifically energy-intensive, and Project construction equipment would conform to the applicable Environmental Protection Agency (EPA) and California Air Resources Board (CARB) regulatory standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best available control measures inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by City of Corona building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the Modified Project would result in the estimated fuel consumption of 419 gallons of fuel. Additionally, fuel consumption from construction vendor and hauling trips (MHDTs and HHDTs) will total approximately 141 gallons. Diesel fuel would be supplied by City and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2020 Integrated Energy Policy Report (IEPR) released by the California Energy Commission has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements (32). As supported by the preceding discussions, project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. Therefore, no impacts are anticipated, and no mitigation is warranted.

Operational Energy Demands

Annual vehicular trips and related VMT generated by the operation of the Modified Project would result in a fuel demand of 155,398 gallons of fuel. Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other residential uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers Trip Generation Manual, and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other residential developments of similar size.

In addition, enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT in the future. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Modified Project would implement

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sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Project facility operational energy demands are estimated at 150,000 kBtu/year of natural gas, and 1,199,700 kWh/year of electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied by SCE. The Project proposes conventional residences reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other industrial land use projects of similar scale and configuration. Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. Therefore, no impacts are anticipated, and no mitigation is warranted.

Conflict Or Obstruct A State or Policy Plan

Transportation and access to the project site is provided by the local and regional roadway systems. The Modified Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) because Southern California Association of Governments (SCAG) is not planning for intermodal facilities on or through the Project site. The project will be provided with electricity by Southern California Edison (SCE). SCE's Clean Power and Electrification Pathway builds on existing state programs and policies. Therefore, the project would be consistent with SCE's implementation of clean power goals. The project would also be required to comply with California Code Title 24 energy efficiency standards. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No impacts are anticipated, and no mitigation is warranted.

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. City of Corona 2020-2040 General Plan
2. City of Corona Technical Update EIR, 2019
3. City of Corona Climate Action Plan 2019
4. General Pedestrian Biological Assessment, prepared by The Planning Associates, dated June 10, 2016
5. Determination of Biologically Equivalent Or Superior Preservation Report for TTM 37024, prepared by Harmsworth Associates, dated September 2021
6. Jurisdictional Delineation for TTM 37024, prepared by L&L Environmental, Inc., dated September 9, 2016
7. Narrow Endemic Plant Species for TTM 37024, prepared by Harmsworth Associates, dated September 2021
8. Report on Riparian Bird Surveys For TTM 37024, prepared by Harmsworth Associates, dated September 2021
9. Burrowing Owl Survey Report for TTM 37024, prepared by Harmsworth Associates, dated September 2021
10. Hydrology and Hydraulic Report for prepared by Sake Engineers, dated September 16, 2023
11. Acoustic Site Assessment for TTM 37024, prepared by Investigative Science and Engineering, Inc., dated August 6, 2021 (Revised)
12. Phase I Environmental Assessment, prepared by RGS Engineering Geology, dated July 6, 2016
13. Preliminary Soil Investigation Report, prepared by Soil Exploration Company, Inc., dated November 17, 2015
14. Preliminary WQMP, prepared by Sake Engineers, Revised Dec. 12, 2022
15. Greenhouse Gas Emissions Assessment for TTM 37204, prepared by by Investigative Science and Engineering, Inc., dated August 2, 2021 (Revised)
16. Air Quality Assessment for TTM 37024, prepared by by Investigative Science and Engineering, Inc., dated August 2, 2021 (Revised)
17. Acoustical Site Assessment, prepared by by Investigative Science and Engineering, Inc., dated August 6, 2021 (Revised)
18. Energy Analysis for TTM 37024, prepared by Urban Crossroads, dated November 10, 2021

CZ17-001 and TTM 37024

MITIGATION MONITORING AND REPORTING PROGRAM CITY OF CORONA

No	Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
MM 4-A	Prior to the issuance of a grading permit, the applicant shall submit a final hydrology study analyzing existing and proposed drainage conditions for the review and approval by the City Engineer. Any recommended improvements shall be included within the project.	Condition of approval	Submit documentation	Prior to issuance of a grading permit	Development Services Division	
MM 4-B	Prior to the issuance of any grading permit, the developer shall comply with the rules and regulations of FEMA and City Ordinance for development within a flood hazard area. Compliance may include obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA prior to development and a Letter of Map Revision (LOMR) from FEMA after completion of development.	Condition of approval	Submit documentation	Prior to issuance of a grading permit	Development Services Division	
MM 7-A	Within thirty (30) days prior to the issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for the burrowing owl to the Planning and Development Department for review. If burrowing owls are found onsite prior to ground disturbance, the applicant shall immediately inform the City, RCA, and the Wildlife Agencies (i.e. CDFW and USFWS), and coordinate further with the City, RCA, and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance.	Condition of approval	Submit documentation	Prior to issuance of a grading permit	Planning Division	

MM 7-B	<p>Within thirty (30) days prior to the issuance of a grading permit, the applicant shall have a qualified biologist prepare and submit a pre-construction clearance survey for least Bell's vireo and willow flycatcher. The survey shall include all areas of suitable habitat. The survey methodology shall be consistent with USFW's survey protocols. The survey is only required during the nesting season for least Bell's vireo (March 15 through September 15) and southwestern willow flycatcher (May 15 through September 15); as neither species winters in California. If no least Bell's vireo and/or southwestern willow flycatcher are identified, no further mitigation is required. However, if Bell's vireo and/or southwestern willow flycatcher are detected or confirmed present on-site, the applicant shall immediately contact and consult with the City, RCA, and Wildlife Agencies. Potential mitigation may include 1) avoidance until least Bell's vireo and/or southwestern willow flycatcher naturally leaves the site or complete breeding, and/or 2) purchasing mitigation credits from the Riverpark Mitigation Bank (or similar bank), which is located inside the MSHCP Plan Boundary. These options would need to be reviewed and approved by the RCA and Wildlife Agencies.</p>	Condition of approval	Submit documentation	Prior to issuance of a grading permit	Planning Division	
MM 7-C	<p>Prior to issuance of a grading permit, the applicant shall obtain a Nationwide or Section 404 permit from the Army Corps of Engineers, a state Streambed Alteration Agreement (1602) from the California Department of Fish and Wildlife, and a federal 401 permit from the Regional Water Quality Control Board.</p>	Condition of approval	Submit documentation	Prior to issuance of a grading permit	Development Services and Planning Division	
MM 7-D	<p>Prior to issuance of a grading permit, the applicant shall mitigate the permanent impacts to the riparian/riverine habitat through the purchase of 0.68 acres of re-establishment and re-habilitation credits (0.34 acres of re-establishment and 0.34 acres of re-habilitation credits) via the Riverpark Mitigation Bank. The 0.68 acres reflects a 2:1</p>	Condition of approval	Submit documentation	Prior to issuance of a grading permit	Planning Division	

	mitigation ratio. The applicant shall provide written documentation or proof of purchase to the assigned case planner with the Planning & Development Department.					
MM 10-A	Prior to issuance of a building permit, the applicant's architectural plans shall demonstrate that the design of the residential structures would limit interior noise levels to 45 dBA CNEL or less.	Condition of approval	Demonstrate through the plan check process	Prior to issuance of a grading permit	Planning and Building Division	
MM 17-A	If human remains are encountered, State 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 shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.	Condition of approval	Submit documentation	During grading and construction	Planning Division	
MM 17-B	If large fossil specimens are encountered during additional grading, the applicant shall immediately cease operation and retain a qualified and trained paleontologist.	Condition of approval	Submit documentation	During grading and construction	Planning Division	
MM 17-C	The paleontologist shall salvage all fossils in the area and provide additional field staff in accordance with modern paleontological techniques.	Condition of approval	Submit documentation	During grading and construction	Planning Division	
MM 17-D	A report documenting the results of the monitoring and salvage activities and the significance of the	Condition of approval	Submit documentation	During grading and construction	Planning Division	

	fossils shall be prepared.					
MM 17-E	A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.	Condition of approval	Submit documentation	During grading and construction		
MM 17-F	All fossils collected during this work, along with the itemized inventory of these specimens, will be deposited in the museum repository for permanent curation and storage.	Condition of approval	Submit documentation	During grading and construction		
MM 17-G	If any incidental archeological discoveries are encountered during the grading process, the applicant shall immediately cease operation and retain a qualified and trained archeologist.	Condition of approval	Submit documentation	During grading and construction		

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